

Research Report:

Northern Virginia Interstate 95
Commuter Study

July 15, 1998

Prepared For:

**SIDDALL, MATUS & COUGHTER
RICHMOND, VIRGINIA**

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
READING THIS REPORT	ii
BACKGROUND & PURPOSE.....	iii
METHODOLOGY & PROCEDURES	iv
EXECUTIVE SUMMARY	1
Recommendations Based on the Research	3
DETAILED FINDINGS	4
Commuting Patterns.....	4
Current Situation.....	4
Time and Cost.....	10
Commuting Factor Importance.....	17
Mode Availability.....	21
Modes Experienced.....	27
Future Situation.....	30
Anticipated Reaction.....	30
Attractiveness of Modes	39
Overall	39
Regionally	48
In Delay Situation	54
HOV-2 Option	63
Other Enhancements	67
Communication Preferences	72
Profile of Most Likely Switchers.....	75
RESPONDENT PROFILE	76

Appendix

*Technical—Vignette Analysis
Questionnaire*



READING THIS REPORT

This report has been designed to meet the needs of a wide variety of managers and other readers. While there is sufficient detail to meet the needs of those who will have to implement changes that flow from the research, it is possible to get the key points by reading only selected portions of the report. All paragraphs in the Executive Summary and in the Detailed Findings begin with the key point of the paragraph highlighted followed by supporting detail or further clarification.

Listed below is a guideline for readers who seek varying depths of understanding of this study.

A global understanding is possible by reading just the Executive Summary. This is designed to be a standalone document for busy senior managers and others who are interested in the “big picture” findings from this study and the recommendations that are felt to flow from it.

A general understanding is possible by reading the Executive Summary and the numbered paragraphs in the Detailed Findings, either in full or just the underlined portion that highlights the main point. This is designed to give the manager all the important findings from the total sample. All key numbers are included so the tables are not necessary.

A more in-depth understanding comes from reading the bulleted points in the Detailed Findings as well as the numbered paragraphs. The bulleted points cover significant differences discovered among subgroups, such as where customers differ from non-customers. All key numbers are included so the tables are not necessary, although the source of each finding is referenced by table number should the reader want to match the report to the tables.

Additional insight may come from exploring the tables in more detail. This is particularly true should additional management questions arise that were addressed in the study, but were not its original focus.



BACKGROUND & PURPOSE

This report summarizes the findings of a telephone survey conducted among commuters who regularly travel in cars through the Springfield interchange during morning rush hour.

Siddall, Matus and Coughter (SMC) undertook this study on behalf of their client, the Virginia Department of Transportation (VDOT), to determine what could be offered to commuters to reduce the number of cars traveling through the Springfield interchange area during rush hour. It is important to note that at the time of this study the media had already begun informing the public about the upcoming construction on the Springfield interchange.

The primary objective for this study centered on prioritizing the options that could be offered to commuters to entice them to switch from their current commuting mode during the upcoming construction. Other key objectives were to gain insight into how best to communicate with these commuters and their employers.

Prior to undertaking this telephone study, SIR conducted a series of six focus groups among commuters in this area to provide input for questionnaire design, including ascertaining that the vignette portion of the study was workable. Findings from these groups were reported separately. Additional research is planned through seat drop questionnaires with those already using transit options to further understand the potential impact of any proposed changes.

This report was prepared by Southeastern Institute of Research, Inc. (SIR), a full-service professionally staffed marketing research firm. Since 1964, SIR has completed more than 7,000 studies for a variety of clients, including advertising agencies and government at all levels—federal, state, and local. SIR collaborated with both SMC and VDOT to design this research study and develop the questionnaire. The Virginia Department of Transportation supplied supplemental sample from internal records as well as identifying the zip codes to be included, the relative number of drivers along I-95 from each zip code for weighting, and the zip codes to include in each destination. All other aspects of this study—including sample generation/management, pre-testing, telephone interviewing, data processing, analysis, and reporting—were performed under the direction of SIR from its Richmond office.



METHODOLOGY & PROCEDURES

SIR completed telephone interviews with 1,511 commuting households in Northern Virginia. Interviewers spoke with commuters who regularly traveled on I-95 through the Springfield interchange during “rush hour” in a car. The interviewer introduced this as a commuting study to help local elected officials and VDOT design options to ease congestion.

The key issues measured by the questionnaire are:

1. Current commuting patterns
2. Perceptions of commuting costs
3. Relative importance of mode selection factors
4. Transportation-related employer benefits
5. Perceived availability of various modes
6. Reaction to convenience-enhancing options
7. Experience using various commuting modes
8. Anticipated reaction to upcoming construction
9. Attractiveness of various alternatives
10. Media preferences for construction updates
11. Demographic profile of key groups

The universe studied is commuters who regularly travel in cars on I-95 through the Springfield interchange area during rush hours, either driving alone or in a carpool with one or more others. The zip codes included had the heaviest concentration of vehicles in VDOT’s I-95 Northbound License Plate survey. SIR identified each respondent’s eligibility to participate by their answers to several initial screening questions.

Sampling was accomplished by applying a random digit dialing process to all the households living within the market. The area was divided into three areas, with approximately the same number of interviews conducted in each so they could be analyzed separately. The areas used in this study are: 1—Spotsylvania/Central Stafford (zip codes 22401-8, 22553), 2—Prince William/Northern Stafford (zip codes 22026, 22112, 22125, 22134, 22172, 22191-3, 22554), and 3—Fairfax (zip codes 22015, 22039, 22060, 22079, 22150-3, 22310, 22315).

Within each area, interviews were conducted with only those households that qualified. Qualifications required that the respondent be an adult who traveled northbound on I-95 between 5 a.m. and 10 a.m. at least 3 days per week in a single occupancy vehicle or carpool with one or more others. The total sample of 1,511 yields a maximum statistical error of $\pm 2.6\%$ at the 95% level of confidence, while for the area samples of 502 or more it is $\pm 4.4\%$.



Interviewing took place between April 14 and June 2, 1998. SIR conducted interviews from its 48 station central telephone bank with direct supervision over all calls. This process resulted in consistently high-quality interviews as supervisors were immediately available to resolve any questions brought up during interviewing. The survey was pre-tested prior to actual fielding in an effort to eliminate confusing questions or wordings and to ensure that the survey was meeting objectives. Interviews were conducted between 5:30 p.m. and 9:30 p.m. during the week and 11:00 a.m. and 4:00 p.m. on weekends, unless a respondent requested another time for an interview. If necessary, interviewers attempted to reach each telephone number on the sample at least four times on various days. The average interview lasted for 31 minutes.

Tabulation for this study was initiated and completed by SIR's Data Development Department. Both a telephone interviewing supervisor and a data processing clerk edited all questionnaires prior to actual coding to ensure the highest possible level of accuracy. The data were electronically keyed, 100% key-verified, and processed on SIR's own in-house tabulation equipment that permits multilevel selection criteria.

Data were weighted to reflect the actual geographic distribution of the cars from this area on Interstate 95 per VDOT's I-95 Northbound License Plate survey. This process ensures that while there is sufficient data to understand a small but important segment (here Spotsylvania area commuters), their opinions do not skew the overall findings. Weighting values are derived by dividing the actual number of interviews completed into the number of interviews that would have been completed had the survey been conducted on a purely random basis across the entire region. Thus, since 6% of the cars were from the Spotsylvania/Central Stafford area, responses from commuters residing in this area account for 6% of the total, or the equivalent of 94 interviews. The Prince William/Northern Stafford accounts for 50% (760) and the Fairfax area accounts for the remainder (657 or 44%).

The destination zip codes were aggregated into key business zones identified in the 2020 Plan. The Virginia areas were first defined by their city or county so that a total could be done for each, then with key locations within each noted for finer pinpointing of the usual commuting destinations. Within Arlington—Ballston (zip code 22203), Rosslyn (22201, 22209), Crystal City/Pentagon (20001, 20301, 20310, 20330, 20350, 22202, 22211); Alexandria—Downtown/Old Town (22314), Eisenhower Valley (22304); Fairfax—Chantilly (20151), City of Fairfax (22030, 22035), Dulles/Herndon (20170, 20171), Fairfax Center (22033), Merrifield (22031, 22042, 22180), Reston (20190, 20191), Route 7 Corridor (22041, 22206, 22302, 22311), Springfield (22079, 22150, 22153, 22315), Tysons Corner (22027, 22102, 22182), Fort Belvoir (22060); Prince William—Manassas (20110), Woodbridge (22191, 22192); Loudoun—Dulles/Route 28 Corridor (20163, 20164, 20166, 22011), Leesburg (22075); Other Virginia (all others listed as Virginia in the U.S. Zip Code Directory). The non-Virginia areas are: in D.C.—Downtown D.C. (20002-20010) and Other D.C. (all others listed as D.C. in the U.S. Zip Code Directory); in Maryland—Maryland (all zip codes listed as Maryland in the U.S. Zip Code Directory); and Other (all zip codes not in Virginia, D.C. or Maryland).



Statistical tests have been performed to determine where the apparent differences are “statistically significant,” given the number of people asked the question and the percentage who gave a particular response. The significant differences are discussed in the “Detailed Findings” section and highlighted in the Executive Summary.

Tables that show all the data collected in this study are available under separate cover. Responses are shown for the total sample as well as key subgroups based on respondent: area of residence, current mode of transportation, number of days could use an alternate, segments included in the commute, gender, age, income, employer type, and combined likelihood and ability to try another mode. The percentages of some questions may exceed 100% due to the rounding of numbers and/or multiple responses permitted for that particular question. These tables are referenced by number in this report.



EXECUTIVE SUMMARY

Two-thirds of the commuters in cars are driving alone. A quarter are carpooling with two or more others, mostly in a pre-arranged carpool, although one in ten do so informally (commonly referred to as “slugging”). Only a quarter are commuting to a job in D.C. Two-thirds work in Virginia, with Arlington and Fairfax the most popular destinations. Only about one in five regularly commute on 495 towards Tysons Corner and a like number commute on 495 towards Alexandria. A quarter work for the federal government; twice as many work in private industry. Half say their employer provides subsidized parking to all employees; one in ten say there is subsidized parking only for carpools and vanpools. One in seven say their employer has a vanpool or rideshare program; just as many say their employer provides transit subsidies.

The average commuter appears to be allowing almost 30 minutes now for delays. The average commuter leaves home at 6:45 a.m., 72 minutes before their work starts at 8 a.m., or 26 minutes more than they need to complete their 46 minute commute. Given that more than a third anticipate this new construction delay will be less than 30 minutes, only half of the commuters believe that the delay will be longer than their currently allowed “cushion.”

When faced with the new construction, they are most likely to leave earlier or change their route. Half say they will try leaving earlier and almost as many say they are likely to try changing routes. Fairfax area commuters and those who are willing and able to try another mode are particularly likely to change routes. Spotsylvania area commuters are less likely to say they will leave home earlier. Less than one in five of all these commuters anticipate they will leave later, change jobs, move, or even telecommute. Only one in ten are willing and able to telecommute, being both likely to try it and feel their employer is likely to permit it.

More than half of these commuters are willing and able to consider using another mode. While there is a core group who appear to be adamantly opposed to switching no matter what the situation, two-thirds feel they could use an alternative for commuting at least one day a week; one in five who are currently driving alone say they could use an alternate five days a week. Similarly, two-thirds are willing to try at least one alternative during the construction, including half of those who are currently driving alone. However, only about three-quarters of those who are willing are also able to switch, and not all those who are able are also willing. After combining the two, half those regularly commuting by car through this intersection are willing and able to use another mode at some point during the construction. Stepping back, a third of today’s commuters are SOV drivers who are willing and able to switch modes during construction, or about half of the SOV drivers of today.

Commuters on I-95 are most likely to try carpooling. A third of the commuters who are willing and able to try an alternate say they are “very likely” to try carpooling. It is the top choice in all three areas, although Metrorail is also attractive in the Fairfax area. Faced with



a construction delay situation, even when offered various modes with a substantial fare reduction (a \$5 per day reduction), I-95 commuters still find carpooling more attractive. The monthly HOV-2 pass is also quite attractive, even at the equivalent of \$10 per day. If its cost were reduced \$5 per day (to the equivalent of \$5), it would be about as attractive as carpooling with two or more others, and a little more so in the Prince William area. The bus options tend to be the least attractive of the options tested, even if their fares were cut \$5 a day and riders saved 30 minutes over commuting in the regular lanes today, possibly because only a third feel that express bus service is reasonably available to their destination. In the Prince William area, vanpools and Metro are also less popular. Overall, more than a third have used Metrorail or its equivalent elsewhere on a regular basis—about as many as have carpooled—and half feel that Metrorail or VRE are reasonably available to their destination, yet only a quarter say they are likely to try Metrorail during the construction.

Almost half say they are likely to obtain and use a free HOV-2 pass, although this drops to a quarter if the HOV-3 restriction is in effect north of Springfield. The likelihood of use with this restriction is higher among those already in a pre-arranged carpool with one or more others than it is among SOV drivers. While half have a favorable initial reaction to the pass, strong reaction to the concept is negative almost as often as it is positive.

Mid-day bus and rail service increases their appeal. Another one in six become more likely to commute by rail, bus, or both if it offered mid-day service between 10 a.m. and 3 p.m. Similarly, a third indicate the Guaranteed Ride Home Program would increase their likelihood of using an alternative transportation mode, including a quarter of those who are able but not willing to switch.

These commuters prefer that Park and Ride lots be located close to home rather than close to HOV access or I-95. Still, half say it does not matter to them, even when they are likely to carpool with two or more others, vanpool, ride the bus, or ride a shuttle to rail.

Inconvenience and work schedules are the biggest deterrents to switching. A quarter to a third of those who are not interested in switching to a particular mode say it is because it is inconvenient. Many others say their work schedule prevents their use of the various modes, although this is less often a problem with VRE and Metrorail. As many as a quarter of those who are not likely to use a rail-based option or a commuter bus say the mode is not available in their area. Others mention the high cost of these options. A number of those who are not interested in carpooling say it is because they do not know anyone to carpool with. Safety is also a top reason for not being interested in slugging, with one in five not interested in this option raising a safety concern.

Dependability, safety, and the time it takes are the most important considerations. At least two-thirds say these are “very important.” Further, when given vignettes describing possible construction delay situations, they tend to rate options higher that saved them more time. Half say that flexibility and the morning departure time are also “very important.” Cost and productive commute time are less important, although cost is more important to those who are willing to try another mode. The least important issue is having time alone to yourself, with as many saying it is not important as saying it is.



More than half are interested in serving on an advisory panel in the future, rising to two-thirds of those who are willing to try another mode. Interest is particularly high among high-income households and carpoolers.

Recommendations Based on the Research

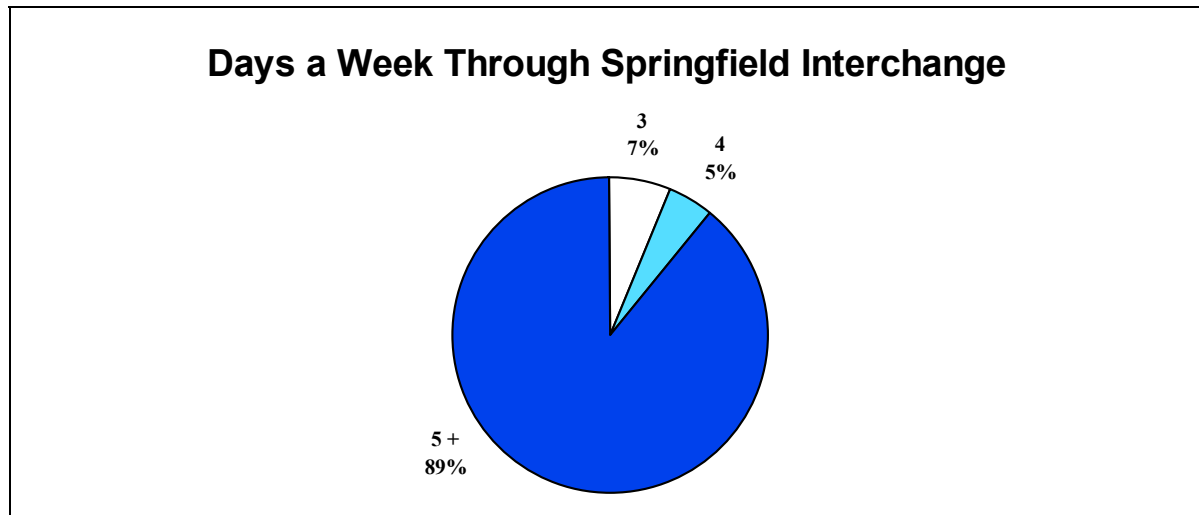
- Work with employers to make carpooling more attractive even before the construction delays begin. This is the most attractive option to commuters, yet few employers offer selective parking subsidies or programs that encourage carpooling. In keeping with commuter preference, consider building any additional Park and Ride lots close to large neighborhoods, rather than along I-95.
- Charge for the HOV-2 pass, if it is to be used. Commuters are willing to pay \$10 a day for such a pass if it can be used the whole way (not just to Springfield). Still, this option is not necessarily any more attractive than carpooling with two or more others, an option that gets at least one more car out of the regular lanes.
- Emphasize the time savings of the various modes rather than buying down fares. A time savings, particularly one that is dependable, is more important to these commuters than is the cost. One in seven already have transit fare subsidies available from an employer and yet they are not using them now. Further, even when given a situation where transit fares are greatly reduced, they still see carpooling as more attractive. This may first require an education effort, as half the commuters do not appear to believe the construction delays will have a personal impact.
- Consider waiting until delays have started before spending the bulk of the budget. Many commuters are willing to try an alternate mode, but probably not until they personally experience a delay that they cannot avoid by leaving a few minutes earlier or changing routes. Once they have seen these fail, they will be more receptive to hearing about alternatives, particularly carpooling, and the time savings will be more real to them.

DETAILED FINDINGS

Commuting Patterns

Current Situation

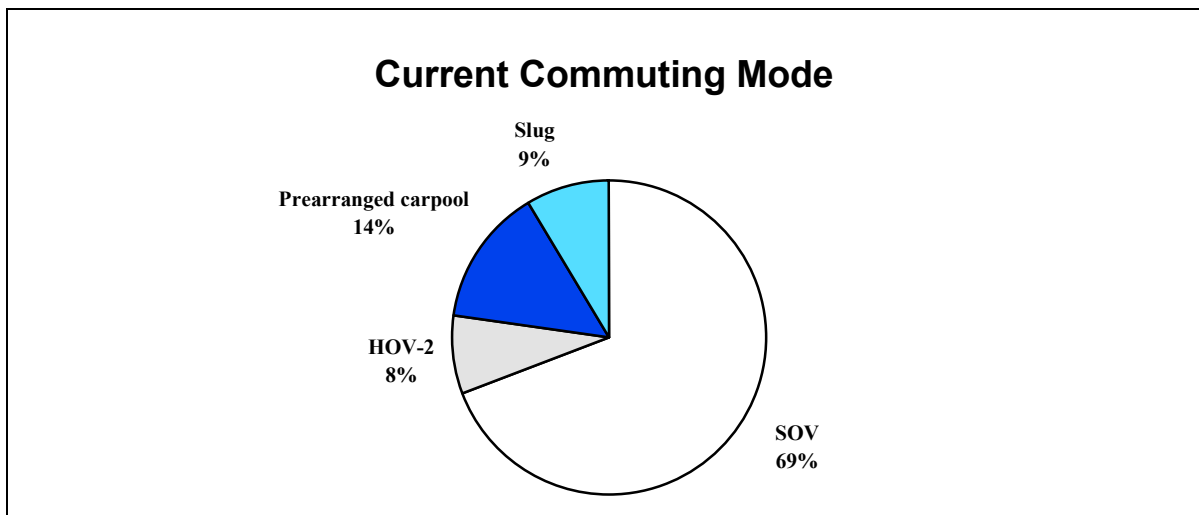
1. Most regular commuters are going through the Springfield interchange area five or more times a week (89%). Only 7% of those who travel northbound on Interstate 95 three or more days per week during the morning rush hour do so only three times a week. - Table 2



- More of the Prince William/Northern Stafford commuters travel through this interchange five or more days per week (92% vs. 86% of commuters who live to the south or north).
- Carpoolers are more likely than those driving alone to be traveling through this interchange five or more days per week (93%-97% vs. 86%), particularly those who are in a pre-arranged carpool with 2 or more others (97%).
- Those who use the HOV lanes are more likely to travel through this interchange 5 or more days per week (93%), particularly compared to those who drive on 495, whether towards Tysons Corner or Alexandria (86%).
- Daily commuting is even more common among those who are willing but unable to try another mode (93% say 5 or more days a week vs. 87% neither willing nor able and 88% among those both willing and able).



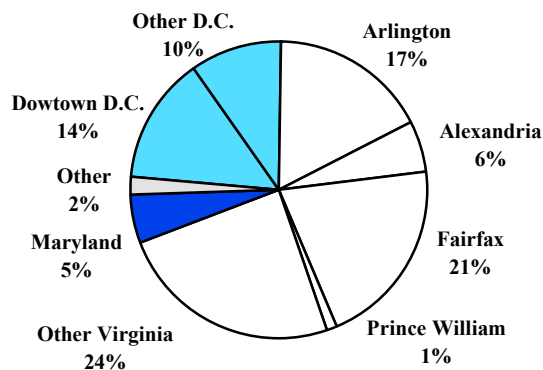
- Nearly all the government workers are commuting through this interchange daily (93% say 5 or more days a week vs. 87% working for private industry).
 - Younger and older commuters tend to make fewer rush hour trips through this interchange, with 14% of those under 35 and 15% of those aged 55 or older traveling through it only 3 or 4 times a week (vs. 8%-9% of those aged 35-54).
1. Two-thirds are driving alone (69% in single occupancy vehicle or SOV) and 8% are driving or riding with one other person (HOV-2). Thus, of those in cars, just 14% are driving or riding in a pre-arranged carpool with 2 or more others and 9% most often slug, driving or riding in an informal carpool. - Table 3



- Spotsylvania/Central Stafford commuters are more likely to be driving alone (81% vs. 68%-69% of commuters who live to the north).
- Almost half of the commuters who are willing to try another mode are already carpooling, either with just 1 other person (10%-14% vs. 1%-3% of those unwilling), with 2 or more others in a pre-arranged carpool (19%-24% vs. 1%-2%), or in an informal carpool with 2 or more others (10%-13% vs. 1%). Still, 58% of the commuters who are willing and able to try another mode are currently driving alone as are 53% of those who are willing but not able to switch (vs. 94%-98% who are not willing).
- A quarter of the government employees are in a pre-arranged carpool with 2 or more others (23% vs. 8% who work for private industry) and another 12% (vs. 5%) slug. While most of the government employees still drive alone, it is far fewer than among private industry employees (56% vs. 80%).

- A third of those who use the HOV lanes are in a pre-arranged carpool (34%) and another 19% drive or ride in an informal carpool. Still, 37% of the commuters who typically use the HOV lanes most often drive alone. The remaining 10% generally commute with one other person.
 - 495 users are even more likely to be driving alone (82% vs. 65% of those using 395 inside the Beltway).
 - Three-quarters of the commuters with household income of less than \$75,000 are driving alone (72% vs. 67% from higher-income households). They are less likely to be in a pre-arranged carpool (11% vs. 17%-18%).
 - Three-quarters of the commuters under the age of 35 are driving alone (73%, falling to 64% of those aged 45-54) rather than in a carpool with 2 or more others that is pre-arranged (11%, rising to 18% of 45-54 year olds) or informal (5%, rising to 12% among 45-54 year olds).
 - Commuters who do not feel they could use an alternate mode at all are more likely to be driving alone (78% vs. 63% who feel they could use an alternate 1 or 2 days per week and 68% of those who feel they could 3 or more days per week).
1. Two-thirds are commuting to a job in Virginia (69%), with the most popular destinations in Fairfax (21%) or Arlington (17%). Specific locations mentioned by at least 4% of the commuters giving a usual commuting destination are: Crystal City/Pentagon (12%), Springfield (5%), Route 7 Corridor (5%), Tysons Corner (4%), Rosslyn (4%), and Downtown/Old Town Alexandria (4%). Among those able to give a commuting destination, just 24% report one with a D.C. address and 5% a Maryland one. Another 2% are commuting to somewhere outside of the Metropolitan area. -
Table 8

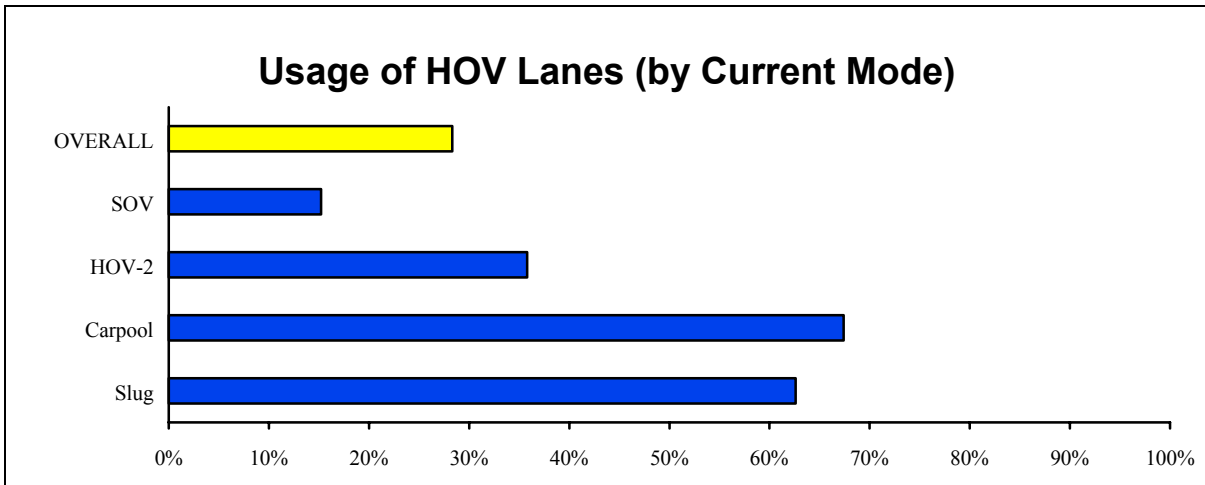
Usual Commuting Destination



- The closer in the commuter lives, the more likely they are to work in the District (30% from Fairfax area, 19% from Prince William area, and 12% from Spotsylvania area), Maryland (7% from Fairfax area, 4% from Prince William area, and 3% from Spotsylvania area), and Arlington (19% from Fairfax area, 16% from Prince William area, and 11% from Spotsylvania area). Those closer in who are commuting through the Springfield interchange on a regular basis are less likely to work in Fairfax (14% from Fairfax area work in that area vs. 27% from the Prince William and Spotsylvania areas) or Prince William (0% from Fairfax area, 2% from Prince William area, and 4% from Spotsylvania area).
- Those who typically drive alone are less likely to work in D.C. (15% vs. 34% of those who carpool with 1 other, 45% of those who are in a formal carpool with 2 or more others, and 43% of those who slug), and more likely to work in an area of Virginia (77% vs. 50%-60% of carpoolers) such as Alexandria (7% vs. 0%-3% of those who carpool with 2 or more others) or Fairfax (27% vs. 3%-12%), particularly Springfield (6% vs. 2% or less of carpoolers) and Tysons Corner (6% vs. 0% of those who carpool with 2 or more others).
- Half of those who are currently in a formal carpool with 2 or more others work in D.C. (45%). Most of the other half work in the Crystal City/Pentagon area (15%) or Route 7 Corridor (7%). Slugging tends to follow the same pattern, with 43% working in D.C. and 25% in the Crystal City/Pentagon area. None of the sluggers work in the Route 7 Corridor.
- A third of those who regularly use the HOV lanes are commuting into D.C. (36%), although most work in Virginia (57%), often in the Crystal City/Pentagon area (18%).
- Half the commuters on the Woodrow Wilson Bridge work in Virginia (55%), although many work in Maryland (19%) and D.C. (25%).
- Most of the commuters who could use an alternative transportation mode work in Virginia (66%-70% vs. 52% who could not), with Fairfax (19%-21% vs. 7%) and Arlington (17%-19% vs. 11%) the most common, although a quarter commute to areas outside the core (22%-26%). Few work in Maryland (3%-4% vs. 10%), although D.C. is also a popular destination (25%-28% vs. 38% who could not use an alternate).
- Those who are willing to try another mode are more likely to work in D.C. (24%-29% vs. 9%-16% who are not willing to switch) or the Crystal City/Pentagon area (14%-19% vs. 5%). Those who are willing and able to switch most often work in D.C. (29%), a non-core area of Virginia (22%), Arlington (20%, including 14% who work in Crystal City/Pentagon and 5% in Rosslyn), Fairfax (17%, including 4% in Tysons Corner and 4% in Route 7 Corridor), Alexandria (5%), or Maryland (4%).

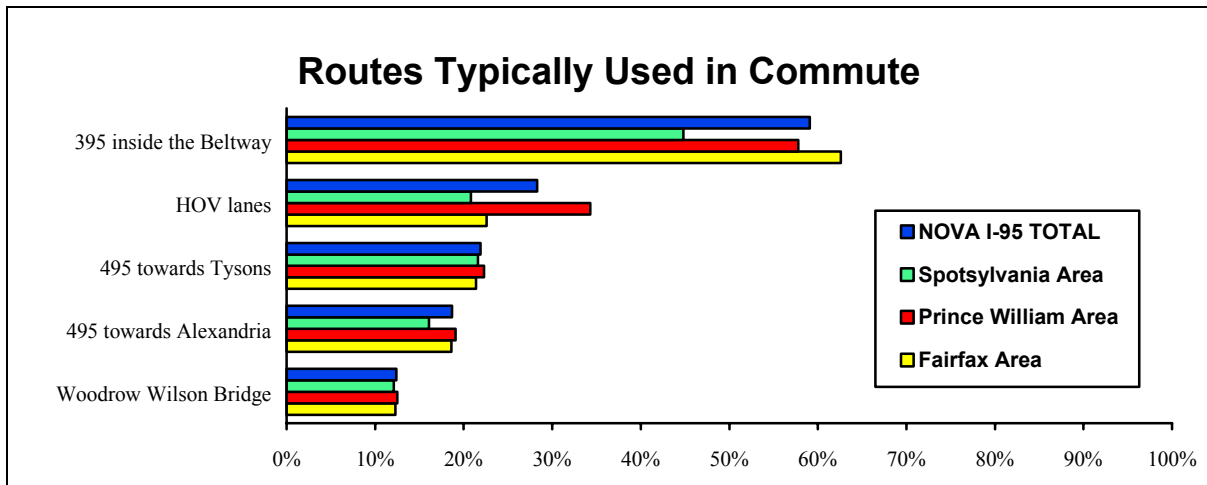


- Almost three-quarters of the commuters who work for private industry work in Virginia (72% vs. 65% of government workers), although many others work in D.C. (20% vs. 29%) or Maryland (6% vs. 4%). More of them work in Fairfax (26% vs. 14% of government employees) than Arlington (12% vs. 23%), although this reverses for government workers.
 - Commuters from lower-income households are less likely to work in D.C. (19% when income is under \$75,000 vs. 26%-28% of those when higher) and more likely to work in a non-core area of Virginia (29% vs. 17% when income totals \$125,000 or more).
1. A quarter are using the HOV lanes (28%), including 15% of those who generally drive alone and 36% of those who carpool with just one other person. A third of those who carpool with more people, whether pre-arranged (33%) or informal (37%), report they do not typically use the HOV lanes. - *Table 7*



- A third of the Prince William commuters use the HOV lanes (34%), more than is typical to either the south or north (21%-23%).
- A third of the commuters who are willing to try an alternate already use the HOV lanes (34%-36% vs. 12% who are unwilling and unable to switch, 19% who are able but not willing). Looking at it another way, those who say that could not take an alternate transportation mode or telecommute are less likely to be using the HOV lanes (22% vs. 33% who could do so 1 or 2 days per week and 29% who could do so 3 or more days in the typical week).
- Private industry employees are less likely than their government counterparts to be using the HOV lanes (20% vs. 38%).
- Those who drive on 495 for part of their commute are less likely to use the HOV lanes (17%-19%), below the 28% average for all commuters.

1. Approximately a quarter of the HOV users could be using the lanes at unrestricted times in the morning (26%). Allowing commuters in the Spotsylvania area 25 minutes to reach the HOV lanes and those in the Prince William area 15 minutes, an estimated 22% of the HOV users leave home early enough to possibly reach the HOV lanes before 6 a.m. and another 4% leave late enough to possibly reach the lanes after 9 a.m. This accounts for 45% of the SOV and 26% of the HOV-2 usage of the HOV lanes. The rest could be leaving work early enough, or late enough, to avoid the restricted hours in the evening. Or, they may be getting to the HOV lanes quicker, or slower, than is estimated for their area.
2. Just over half travel on 395 inside the Beltway for at least part of their commute (59%). Fewer take 495 towards Tysons Corner (22%) or Alexandria (19%). Even fewer typically cross the Woodrow Wilson Bridge on their morning commute (12%). Another 7% are unable to say which of these routes their trip typically includes. - *Table 7*

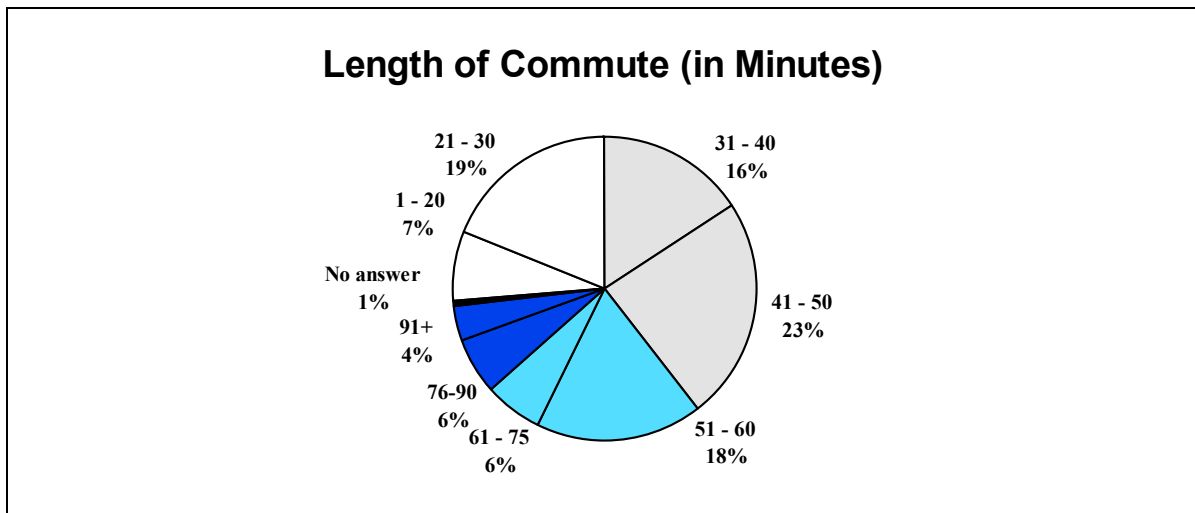


- The farther out the commuter lives, the less likely is travel on 395 inside the Beltway, rising from 45% in the Spotsylvania/Central Stafford area to 58% in the Prince William/Northern Stafford area, and 63% in the Fairfax area.
- The older the commuter, the more likely the commute includes 395 inside the Beltway, rising from 55% of those under 35 to 67% of those 55 and older. An above-average 26% of the commuters under the age of 35 travel on 495 towards Tysons Corner (vs. 19%-22% of those who are older).
- Commuters with less than three in the car are less likely to travel on 395 inside the Beltway (53%-55% vs. 69% who carpool with 2 or more and 77% of those who slug). They make above-average use of 495 towards Tysons Corner (25%-26% vs. 7%-9% of those who carpool with more people, either on a formal or informal basis) and 495 towards Alexandria (14%-22% vs. 5% who slug, 13% in a pre-arranged carpool).

- Commuters who are willing to try an alternate are more likely to be using 395 inside the Beltway (64% vs. 51% who are not willing to switch) and less likely to be using 495, either towards Tysons Corner (17%-19% vs. 28%-32%) or Alexandria (16%-17% vs. 22%-23%).
- Those who feel they could not use alternate transportation or telecommute are more likely to be traveling on 495 towards Tysons (26% vs. 21% of those who could switch at least one day a week). Still, most of them, as with those who could switch, travel on 395 inside the Beltway (57% vs. 58%-64%).
- Private industry employees are more likely to be traveling on 495, whether towards Tysons Corner (29% vs. 14% of government employees) or Alexandria (21% vs. 14%). They are less likely than their government counterparts to be using 395 inside the Beltway (57% vs. 62%).
- None of the commuters who generally slug are commuting over the Woodrow Wilson Bridge (0% vs. 10%-14% of other commuters).

Time and Cost

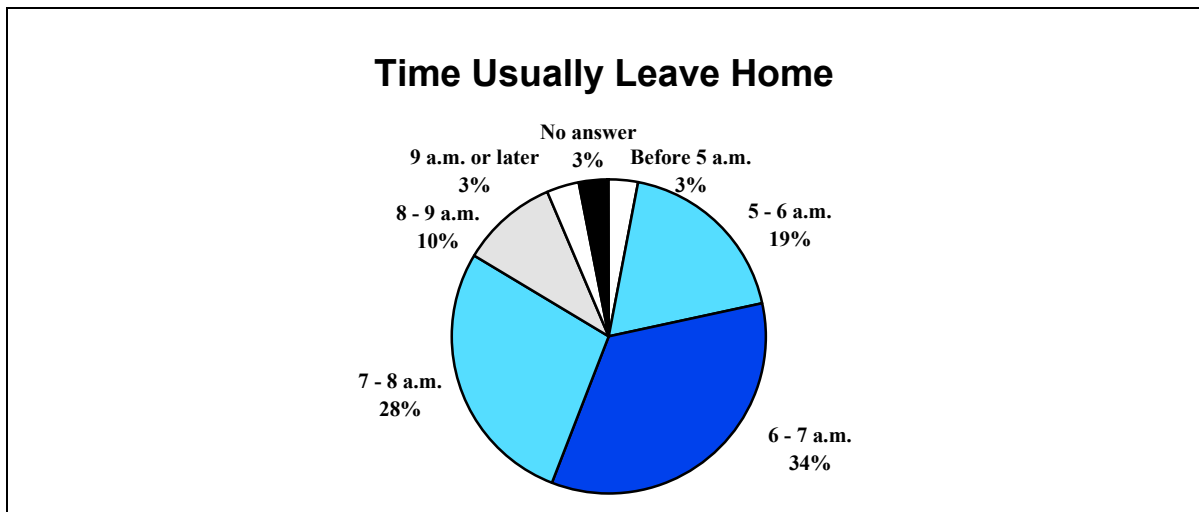
1. The average commute takes 46 minutes, although it varies greatly. Nearly equal numbers report their commute averages 21-30 minutes (19%), 31-40 minutes (16%), 41-50 minutes (23%), or 51-60 minutes (18%). At the extremes, a quarter of the commutes take no more than 30 minutes (27%) and 16% take more than an hour. - *Table 9*



- The closer in the commuter lives, the shorter their commute tends to be, averaging 38 minutes in the Fairfax area, 51 minutes in the Prince William area, and 62 minutes in the Spotsylvania area. Just 6% from Fairfax have a commute of more than an hour compared to 21% from Prince William and 44% from Spotsylvania area.



- Carpoolers spend less time commuting (40-42 minutes each way, on average vs. 47 when drive alone and 49 minutes when carpool with one other person). Just 9% of those in a pre-arranged carpool with 2 or more others have a commute that exceeds an hour (vs. 18%-19% when only 1 or 2 in the car).
 - The longest commutes typically include the Woodrow Wilson Bridge or 495 towards Tysons, averaging 49-51 minutes each way. A total of 25% of the Wilson Bridge users and 22% of those who travel on 495 towards Tysons Corner have commutes of more than an hour, above the 16% average.
 - Commuters aged 45-54 have the shortest commutes (43 minutes each way, on average vs. 47-48 for those older and younger). A third have a commute of no more than 30 minutes (31% vs. 24%-26% in other age groups) and just 12% have a commute that is more than 60 minutes (vs. 16%-18%).
 - Government employees have shorter commutes than do those in private industry (averaging 44 minutes each way vs. 48). Half have a commute of no more than 40 minutes (47% vs. 38%) and just 11% have a commute that is more than 60 minutes (vs. 20%).
1. The average commuter leaves home about 6:45 a.m., with 6 a.m. up to 7 a.m. the most common hour (34%). About a quarter leave before 6 a.m. (22%) and a like number leave between 7 a.m. and 8 a.m. (28%). Few “rush hour” commuters typically leave home at 8 a.m. or later (13%), although 3% couldn’t say. - *Table 4*

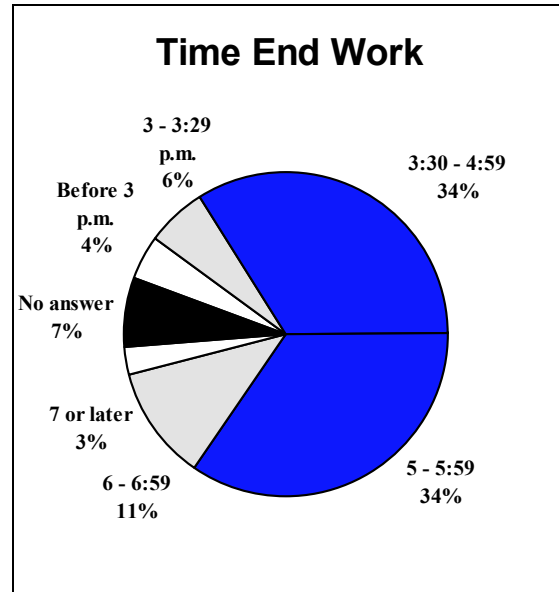
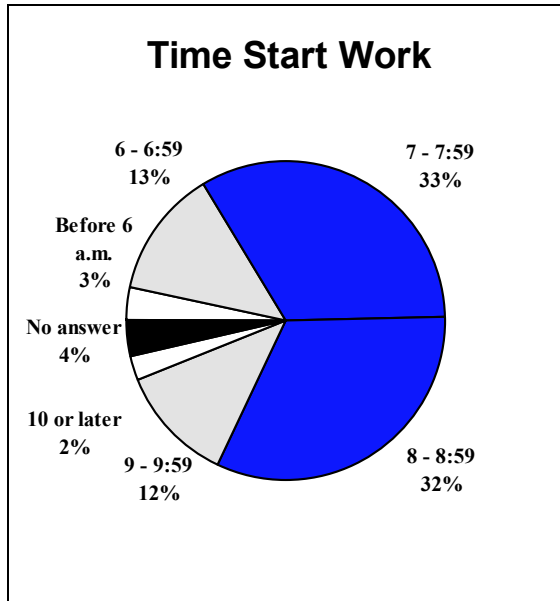


- The farther out they live, the earlier they report leaving home, rising from approximately 6:15 a.m. in the Spotsylvania/Central Stafford area to 6:40 in the Prince William/Northern Stafford area, and 7:05 in the Fairfax area. Almost half the Spotsylvania area commuters report leaving home before 6 a.m. (44% vs. 29% in Prince William area and 11% in Fairfax).



- A quarter of the HOV users leave home before 6 a.m. (27%, above the 22% average for all commuters). Most are leaving early enough to possibly arrive at the HOV lanes before 6 a.m. (a total of 22%; the other 5% are not).
 - A number of 495 users do not leave home before 8 a.m. (17%-19%, above the 13% average for all commuters).
 - Few of the carpoolers leave as late as 8 a.m. (3%-5% in carpools with 2 or more others vs. 16% of SOV drivers, 12% of HOV-2).
 - More of those who feel they could not use alternate transportation or telecommute leave at 8 a.m. or later (17% vs. 12% of those who could switch at least one day a week). Still, most of them leave between 6 a.m. and 8 a.m. (57%), just as is the case of those who could use an alternate (64%-65%). Both those who can and those who cannot use an alternate are equally likely to leave home before 6 a.m. (21%-22%).
 - Government workers leave earlier than those in private industry (the average is 6:35 a.m. vs. 7 a.m.). Two-thirds of the government workers leave before 7 a.m. (68% vs. 46% in private industry), including 27% (vs. 18%) who leave before 6 a.m. Just 7% (vs. 17%) leave as late as 8 a.m.
 - Men tend to leave earlier than women, on average 12 minutes earlier. A quarter of the men (26% vs. 17% of women) leave before 6 a.m. and just 38% (vs. 44% of women) do not leave before 7 a.m.
 - Commuters from households with income of \$125,000 or more tend to leave later, with the average 7 a.m. (vs. 6:45 when income is lower). Just 9% of them leave before 6 a.m. (vs. 22%-24%). Most leave between 6 and 8 a.m. (77% vs. 60%-63%).
1. The average commuter works from 8 to almost 5 (4:55). Work generally starts in the 7 o'clock hour (33% say 7:00-7:59) or 8 o'clock hour (32%), with 17% starting earlier than 7 a.m. and 14% starting at 9 a.m. or later. The work day generally ends sometime from 3:30 p.m. up to 5 p.m. (34%) or 5 p.m. up to 6 p.m. (34%), with 11% ending earlier than 3:30 p.m. and 14% ending at 6 p.m. or later. More are uncertain about when their work ends (7%) than when it begins (4%). - *Tables 5-6*



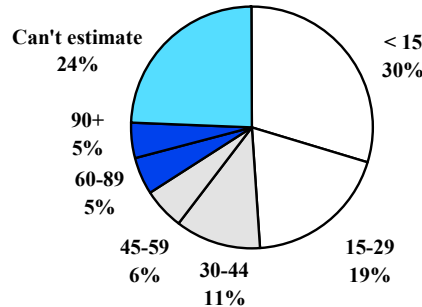


- The work day tends to shift later for those who live in closer, with the average work schedule approximately 8:05 to 5:05 in the Fairfax area compared to 7:45 to 4:45 in the Spotsylvania/Central Stafford area and 7:40 to 4:40 in the Prince William/Northern Stafford area. A quarter of the Spotsylvania area commuters start work before 7 a.m. (25% vs. 12% in Fairfax, 20% in Prince William). In the evening, 17% of the commuters in the Fairfax area do not leave work before 6 p.m. (vs. 11% in Spotsylvania, 12% in Prince William).
 - Those who are neither willing nor able to try another mode tend to work a slightly longer day, one that starts on average at 7:55 a.m. and ends at 5:05 p.m. They are less likely than those who are willing and able to switch to have a work day that starts between 7 and 9 a.m. (59% vs. 68%) or that ends between 3:30 and 6 p.m. (56% vs. 73%). One in five (20% vs. 12%) say their work day does not normally end until 6 p.m. or later.
 - Private industry employees tend to start work later than do those in government, with the average 8:10 for private industry, 30 minutes later than the 7:40 for government workers.
1. The average commuter seems to be allowing almost 30 minutes for delays. Given that the average commuter leaves home 72 minutes before their average scheduled work start of 8 a.m., yet the average commute only takes 46 minutes, this suggests I-95 commuters are allowing an estimated 26 minutes for delays. In other words, on average they are leaving home as if their commutes were already almost 30 minutes longer than what they currently report. Still, just 26% of the commuters allow more than 30 minutes now, or about the same as the 23% who allow no cushion at all (included with the 30% who allow less than 15 minutes). One or both of these figures may be higher as 24% of the commuters gave insufficient information for estimating



a cushion (either they failed to give the time they leave home, start work, or the average length of their commute, or the times they gave result in a negative cushion). The most popular cushions are: 15 minutes (15% allow exactly this much time), 30 minutes (10%), 10 minutes (9%), 5 minutes (7%), and 20 minutes (6%).

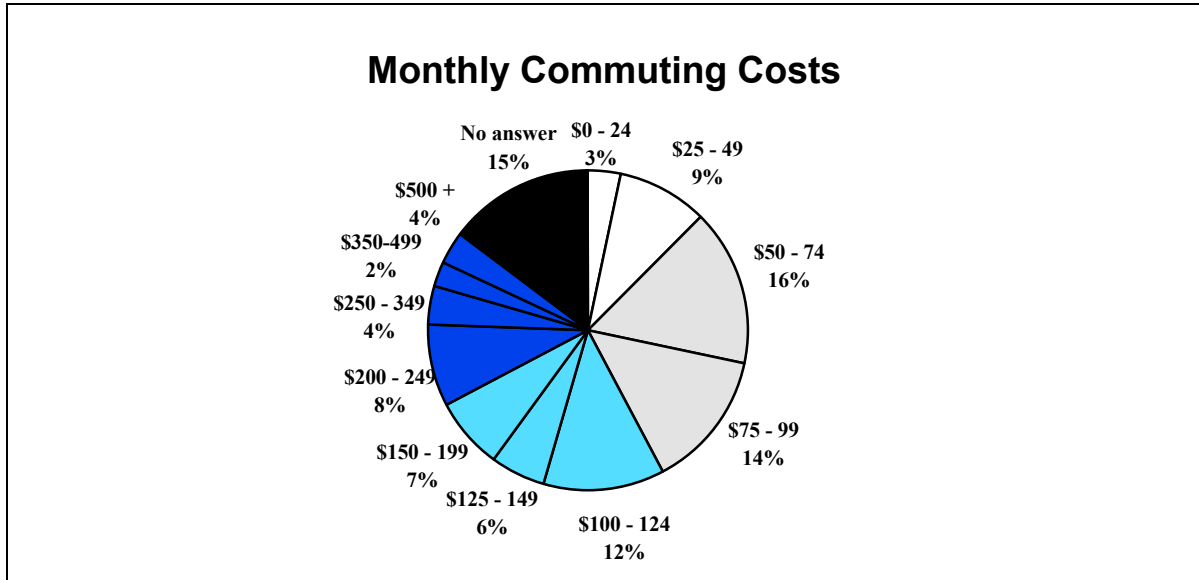
Estimated "Cushion" Typically Allow Today (in minutes)



- This “cushion” is smallest in the Prince William/Northern Stafford area (an estimated 15 minutes, based on leaving home 66 minutes before their 7:45 work start for a 51 minute commute). This compares to an estimated 22 minutes in both the Spotsylvania/Central Stafford area (they allow 84 minutes for a 62 minute commute for a 7:45 a.m. work start) and in Fairfax (they allow 50 minutes for a 38 minute commute for an 8:05 a.m. work start).
- Informal carpoolers have to allow even more time for delays, leaving home 72 minutes before their scheduled 8:05 work start for a 40 minute commute (a 32 minute “cushion”).
- Those who are both willing and able to use an alternate allow more time for delays, leaving home 72 minutes before their scheduled 8 a.m. work start for a 45 minute commute (an estimated 27 minute “cushion” vs. 10 minutes for those who are neither willing nor able and 17 minutes for those who are either willing but unable to use an alternate or unwilling but able).
- HOV users still allow more than 15 minutes for delays, leaving home 66 minutes before their scheduled 7:45 a.m. work start for a 44 minute commute (an estimated 22 minute “cushion”).
- Men allow more “cushion” than women do (27 vs. 19 minutes).
- Commuters aged 35-44 allow less than 15 minutes, on average, for delays (13 minutes vs. 19-24 minutes by those who are younger or older).



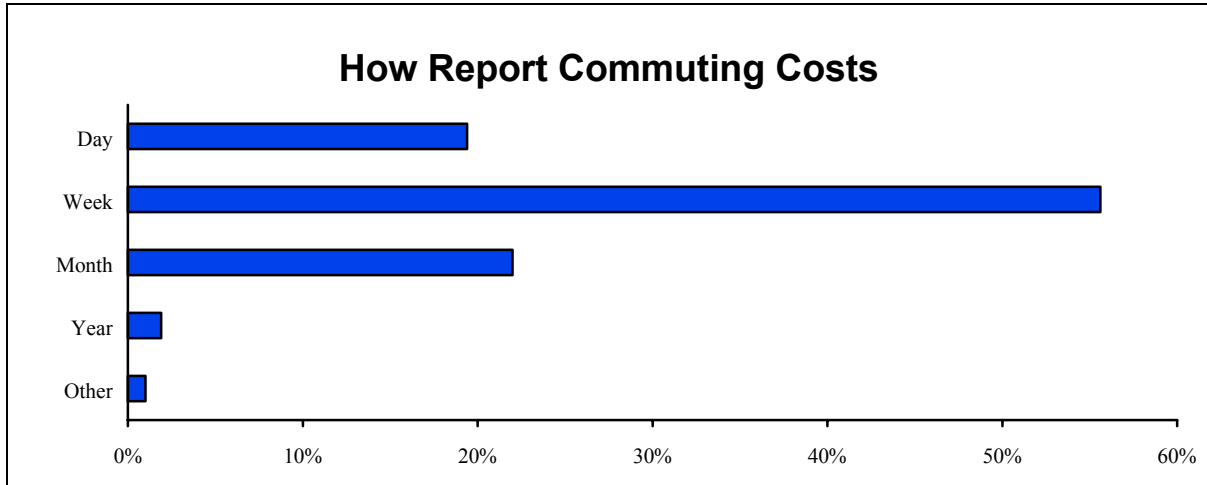
1. Commuting costs an average of \$53 per month, although the median is much higher—in the \$100-\$124 per month range (half report their costs are at least this high). Few report a commuting cost of less than \$50 per month (12%) or \$250 or more (10%). A total of 25% report it is at least \$150 per month. Another 15% are unsure. - *Table 10*



- The farther out they live, the higher their reported costs, rising from a monthly average of \$50 in the Fairfax area and \$55 in the Prince William/Northern Stafford area to \$62 in the Spotsylvania/Central Stafford area. The median also rises with distance, from \$75-\$99 among those able to give the cost in Fairfax and \$100-\$124 in Prince William to \$125-\$149 in Spotsylvania.
- Those in informal carpools do not report lower costs than those in pre-arranged carpools (average of \$45 vs. \$44 per month; median for both is \$50-\$74 among those able to give the cost; median among all who slug is \$100-\$124 vs. \$75-\$99 among all in pre-arranged carpools with 2 or more others), although those who slug are more likely to say they do not know the cost (26% vs. 13% in formal carpool). As might be expected, the cost is even higher for those who drive alone (averaging \$57 per month, with a median of \$100-\$124).
- Government employees report a lower cost than those employed in the private sector (average of \$49 vs. \$57 per month; median for both is \$100-\$124, although it drops to \$75-\$99 among government employees able to give the cost). Twice as many government employees as private ones give a monthly cost of less than \$50 (17% vs. 9%). Even fewer say it is \$200 or more a month (14% vs. 22%).



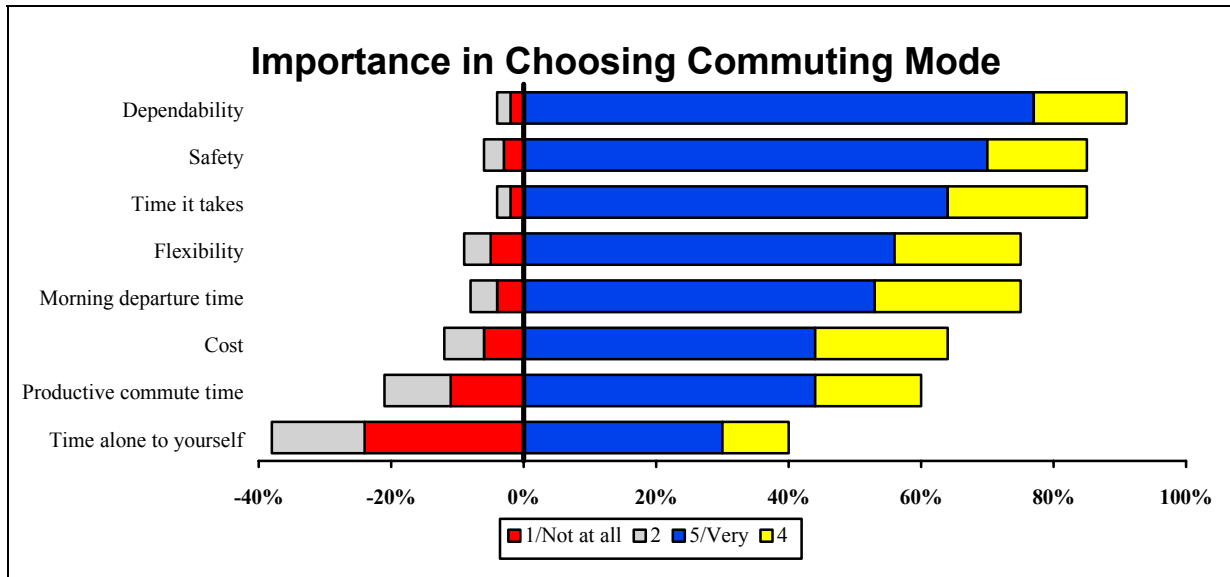
- A quarter of the commuters who are neither willing nor able to try another mode do not know how much commuting is costing them (21% vs. 13% of those who are willing and able).
1. They tend to think of their commuting cost on a per week basis (56%), rather than monthly (22%), daily (19%), or annual (2%). - *Table10A*



- A quarter of the HOV commuters report their costs on a monthly basis (27%, above the 22% average for all area commuters).
- Carpoolers are more likely to give their commuting costs on a monthly basis (30% when carpool on a formal basis with one or more others vs. 19% of those who drive alone and 24% who slug). Yet most of those able to estimate their commuting cost still report it as a weekly figure (49%-50% for formal carpoolers vs. 58% of those who drive alone and 57% when slug).
- Fairfax commuters give a daily cost more often than those who live further out (22% vs. 18%); fewer report it on a monthly basis (17% vs. 22%-26%).
- A quarter of the men give a daily cost (24% vs. 14% of women) while a quarter of the women give a monthly figure (26% vs. 18% of men).
- The older the commuter, the more likely the cost will be given on a daily basis (rising from 12% of the commuters under 35 to 35% of those aged 55 and older) and the less likely it will be reported as a weekly figure (dropping from 63% of the commuters under the age of 35 to 48% of those aged 55 and over).
- The higher the household income, the more likely the cost will be given on a daily basis (rising from 16% when it is under \$75,000 to 33% when it is \$125,000 or more) and the less likely it will be reported as a weekly figure (dropping from 60% of the households whose income is under \$75,000 to 46% of those where it is \$125,000 or more).

Commuting Factor Importance

1. The most important factors in commuting decisions are dependability, safety, and the time it takes, with 84%-91% of the commuters indicating these are important (including 64%-77% who say “very important”) and only 2%-3% saying they are “not at all important.” - *Tables 17-24*



- More than three-quarters of the women say dependability and safety are “very important” (82% for dependability vs. 73% of men, 81% vs. 61% for safety).
- Fewer commuters under the age of 35 say dependability is “very important” (73% vs. 78%-81% of those aged 35-54, 75% of those aged 55 or over).
- Dependability is a little less important to those who carpool with just 1 other person (86% rate 4 or 5, below the 91% average for all, including 68% vs. 77% who say “very important”).
- Fewer slugs say safety is “very important” (62% vs. 71%-73% of other carpoolers and SOV drivers).
- The higher the household income, the less likely the commuter is to say safety is “very important”, dropping from 73% when income is under \$75,000 to 53% when it is \$125,000 or more.
- Those who could use an alternate 1 or 2 days a week are less likely to say safety is “very important” (66% vs. 76% who could not use an alternate at all, 74% who could use an alternate 3 or more days a week), but are still just as likely to see it as important (84% rate it 4 or higher; the average is 85%).



- More of those who use 495 towards Alexandria and the Woodrow Wilson Bridge say safety is “not at all important” (5%-6%, above the 3% average), and a total of 9% of them rate it less than “3” in importance (vs. 5% average).
 - Spotsylvania area commuters are more likely to say safety is “very important” and less likely to say the time it takes is (78% say safety is “very important” vs. 69%-71% elsewhere; 58% vs. 63%-65% for the time it takes).
 - SOV drivers place a little less importance on the time it takes (82% rate it 4 or 5 out of a maximum of 5 vs. 87%-89% of those who carpool with at least one other person).
 - Fewer Spotsylvania area commuters say the time it takes is “very important” (58% vs. 63%-65% elsewhere).
 - The time it takes is particularly important to women (90% rate it 4 or 5 vs. 79% of men, including 70% vs. 58% who say “very important”).
 - The lower the household income, the more who say the time it takes is “very important”, rising from 56% of those whose household income is \$125,000 or more to 66% when it is under \$75,000.
1. Three-quarters say flexibility and the morning departure time are important (75%), including 53%-56% who say these are “very important.” Just 7%-9% indicate they are not important. - *Tables 19-20*
- Commuters aged 35-54 are most likely to say flexibility is “very important” (58%-62% vs. 52% of those who are older, 50% of those who are younger).
 - Flexibility is particularly important to those who slug (57% say “very important” vs. 46%-48% in a pre-arranged carpool with 1 or more others).
 - Commuters who are unwilling and unable to try another mode often say flexibility is “very important” (61%, above the 56% average for all).
 - Commuters who use 495 towards Tysons Corner are less likely to say flexibility is “very important” (49%, below the 56% average for all).
 - Employees in private industry value flexibility a little more than government employees do (78% rate 4 or 5 vs. 73%).
 - Flexibility and morning departure time are both more important to those who drive alone (59% say flexibility is “very important” vs. 46%-48% in a pre-arranged carpool; 57% say the same about morning departure time vs. 40%-49% of those who carpool with 1 or more others, no matter how arranged).



- These are both particularly important to women (60% say morning departure time is “very important” vs. 47% of men; 59% vs. 53% say the same about flexibility).
 - Just 2% of those who are willing to try an alternate say that morning departure time is “not at all important” (vs. 6%-7% of those who are unwilling).
 - High-income household are less likely to say the morning departure time is “very important” (37% when income is \$125,000 or more vs. 50%-57% when it is lower).
2. More than a third of the commuters say cost and productive commute time are “very important” (44% for each) and a total of 60%-64% say they are important. Others, however, say these are not important (12%-21%) in choosing their commuting mode.
- *Tables 18 & 23*
- Cost is more important to commuters who are willing to try another mode (66%-70% rate a 4 or 5 vs. 46% of those who are unwilling and unable). Those who unwilling and unable to try another mode more often say that productive commute time is “not at all important” (16% vs. 11% of those who are willing, 8% who are able but not willing).
 - More than half of the commuters in a formal carpool with 2 or more others say cost is “very important” (56% vs. 41% who drive or ride with no more than 1 other person).
 - Cost is more important to government employees, with 67% indicating it is important (vs. 62% in private industry), including 47% (vs. 41%) who say it is “very important,” and just 10% (vs. 14%) indicating it is not important.
 - Fewer Wilson Bridge users say cost is “very important” (34%, below the 44% average for all), as do those who travel on 495 towards Tysons Corner (33%). Similarly, a below-average 57% of those who travel on 495 towards Alexandria rate cost as important (4 or 5 out of a maximum of 5; the average for all I-95 commuters is 64%).
 - As might be expected, the higher the income the lower the importance of cost, falling from 50% of the commuters in households with income under \$75,000 saying it is “very important” to 30% when income is \$125,000 or more. Productive commute time is also more important when household income is under \$75,000 (49% say “very important” vs. 36%-38% with higher income). Just 8% say it is “not at all important” (vs. 16% whose household income totals \$75,000-\$124,999).
 - Cost and productive commute time are both less important to commuters who live in the Fairfax area (8% say cost is “not at all important” vs. 5% who live elsewhere; 15% say productive commute time is “not at all important” vs. 9%-

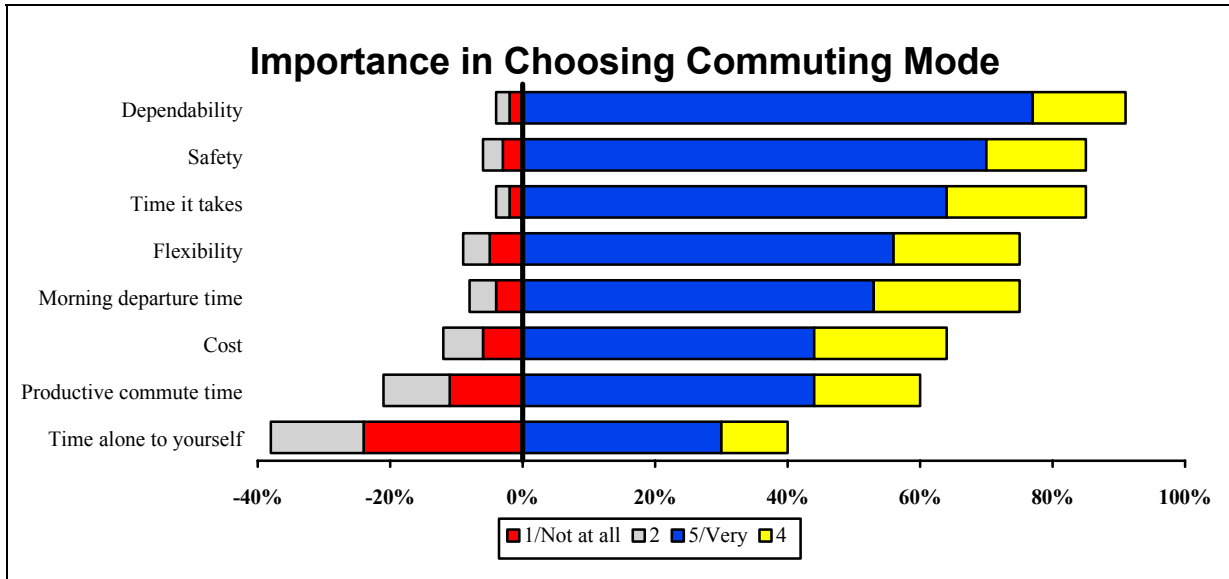


11% who live elsewhere; 39% vs. 47%-48% say cost is “very important”; 40% vs. 44%-48% say productive commute time is “very important”).

- The older the commuter, the less importance they place on productive commute time, rising from just 6% of those under 35 saying it is “not at all important” to 18% of those aged 55 and over. Similarly, the proportion who say this is “very important” drops from 46% to 37%. Commuters over the age of 54 are also more likely to say cost is “not at all important” in their commuting decision (17% vs. 4%-6% of those who are younger).
 - A quarter of the men do not see productive commute time as important (23% rate 1 or 2 out of a maximum of 5 vs. 18% of women; just 40% vs. 49% rate as “very important”). Even fewer men say cost is “very important” (38% vs. 50% of the women).
 - HOV-2 commuters are less likely to say productive commute time is “very important” (34% vs. 46% of SOV, 44% in larger pre-arranged carpools, 38% who slug).
3. Almost as many say time alone to yourself is not important as say it is (38% vs. 39%). Still, almost a third of the commuters say this factor is “very important” to them (30%). - *Table 24*
- A third of the commuters who are unwilling to try another mode say time alone to yourself is “very important” (35%-37% vs. 27% who are willing and able, 22% who are willing but not able).
 - Even some of the carpools say time alone to yourself is “very important” (20%-22% in a pre-arranged carpool with at least 1 other person, 11% who slug), although not as many as among those who drive alone (35%). A third of the carpools say it is “not at all important” (33%-36% vs. 20% SOV).
 - Time alone to yourself is important to a quarter of the commuters who are using the HOV lanes (29% rate it 4 or higher, below the 39% average); even more say it is not important (45% rate it 2 or lower vs. the 38% average).
 - Time alone to yourself is more important to commuters who live farther out, with 35% in the Spotsylvania area saying it is “very important” and 32% in the Prince William area, dropping to 26% in the Fairfax area. Looking at it another way, just 16% in the Spotsylvania area say that time alone to yourself is “not at all important”, rising to 23% in the Prince William area and 28% in the Fairfax area.
 - Time alone to yourself decreases in importance as income increases, falling from 45% rating it 4 or 5 in importance when household income is under \$75,000 to 30% when it is \$125,000 or more.

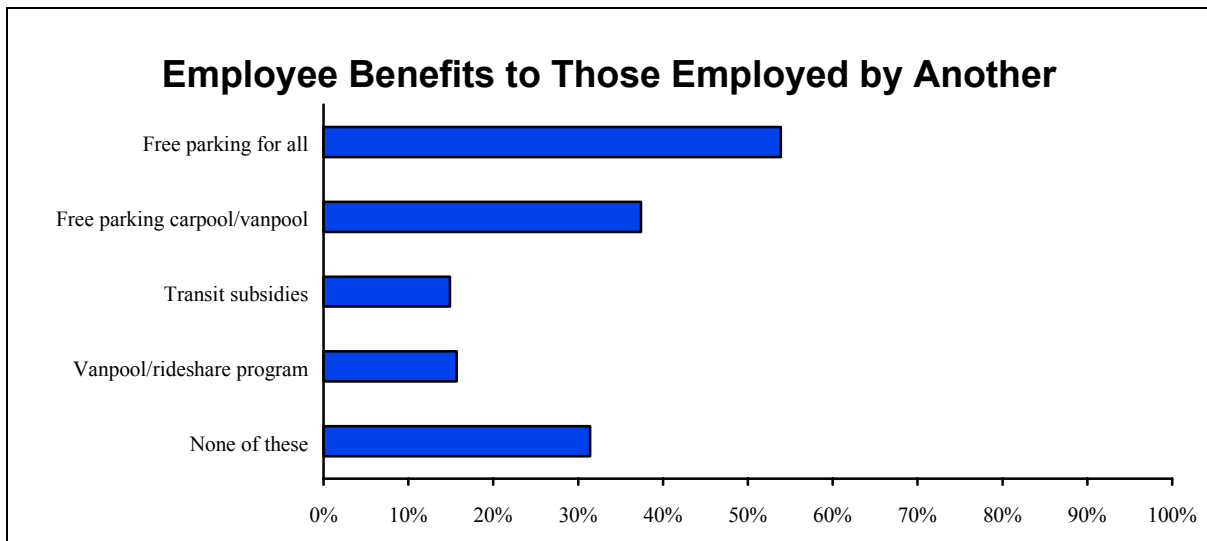


4. The most important factors in commuting decisions are dependability, safety, and the time it takes, with 84%-91% of the commuters indicating these are important (including 64%-77% who say “very important”) and only 2%-3% saying they are “not at all important.” - *Tables 17-24*



Mode Availability

1. At least half of the commuters have free or subsidized parking. A total of 54% of those employed by someone else—50% of all the commuters—say their employer provides free or subsidized parking for all employees. Just 37%—34% of all commuters—report that their employer provides free or subsidized parking for carpools and vanpools, including 9% of all commuters who say their employer provides free or subsidized parking for carpools and vanpools, but not for all employees. Surprisingly, 21% of the commuters claim their employer provides free or subsidized parking for all employees, but not for carpools or vanpools. - *Tables 62-63*



- Almost two-thirds of employees who work for another in private industry have free or subsidized parking (62% say it is provided to all employees vs. 46% who work for government).
- Spotsylvania area commuters are more likely to work for an employer who provides subsidized parking for all employees (60% of those who are employed by another vs. 53%-54% elsewhere).
- Fewer carpoolers work for employers who offer subsidized parking for all employees (34% of those slugging and 42% of those in pre-arranged carpools with 2 or more others). This compares to 60% of SOV drivers and 48% of those who carpool with just one other person.
- Half the carpoolers work for employers who offer subsidized parking for carpools and vanpools (55% of those in a pre-arranged carpool). By comparison, just 33% of the SOV drivers employed by another say their employer offers free or subsidized parking for carpools and vanpools (most say they do not; just 5% are unsure).
- Those who are not willing to try another mode are more likely to work for an employer who provides free or subsidized parking for all employees (60%-65% vs. 49% of those who are willing and able to switch) and less likely to work for one who provides free or subsidized parking for carpools and vanpools (30%-31% vs. 40% of those who are willing and able to switch).
- Those who could use an alternate 1 or 2 days a week are less likely to work for someone who provides subsidized parking for all employees (48% of those who are employed by another). More of those who could use an alternate 3 or more days or 0 days a week have subsidized parking (56%-58%).

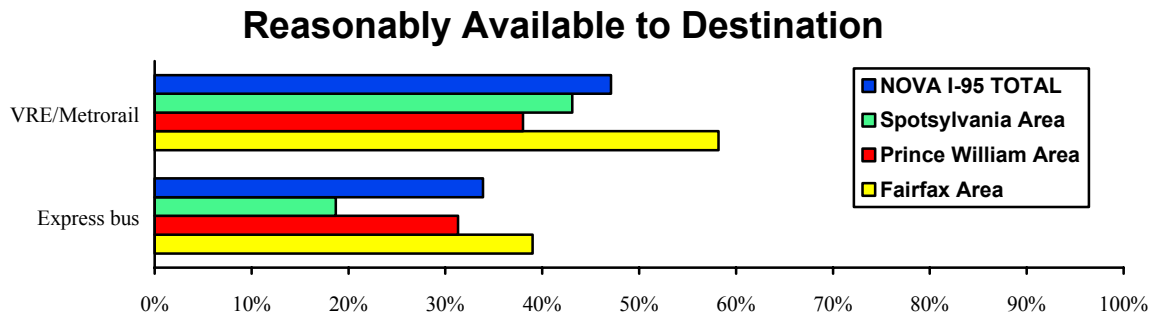


- The employers of commuters who head towards Tysons Corner on 495 are more likely to provide free or subsidized parking for all employees (60% say their employer offers it to all, or 68% of those who work for someone else), but less likely to provide free or subsidized parking for carpools and vanpools (33%). Those who commute across the Woodrow Wilson Bridge are also more likely to work where there is subsidized parking for all (64%). HOV users (42%) and commuters on 395 inside the Beltway (48%) are less likely to work for someone who offers free or subsidized parking for all employees. Subsidized carpool and vanpool parking is also less common among employees who travel on 495 towards Alexandria (32% of those employed by someone else), especially when compared to those who use the HOV lanes (43%).
 - More men than women say their employer provides free or subsidized parking for carpools and vanpools (41% vs. 34%).
 - Commuters with household income of \$75,000-\$124,999 are more likely to say their employer provides free or subsidized parking for carpools and vanpools (42% vs. 36% when household income is lower, 38% when higher).
 - The older the commuter, the more likely the employer provides free or subsidized parking for carpools and vanpools, rising from 33% when the commuter is under 35 to 43% when aged 55 or older.
1. Their employers are equally likely to offer rideshare programs as transit subsidies, with 16% of those employed by someone else saying their employer offers vanpool or rideshare programs and 15% saying their employer offers transit fare subsidies or Metrocheks (each the equivalent of 14% of all the commuters). Only 4% work for someone who offers both of these, although others are unsure about one or both of these. - *Tables 64-65*
- One in five carpools work for an employer with a vanpool or rideshare program or who offers transit subsidies (22% for each), above the 15%-16% average for all.
 - Fewer SOV drivers work for an employer who offers transit fare subsidies or a vanpool/rideshare program (13%-14% of those employed by another).
 - Those who could not use an alternate are less likely to have transit fare subsidies available (11% of those who are employed by another; this compares to 18% of those who could use an alternate 1 or 2 days a week) or an employer-sponsored vanpool/rideshare program (13% of those who are employed by another; this compares to 19% of those who could use an alternate 1 or 2 days a week).



- More of those who are willing to try another mode have transit fare subsidies available (18% vs. 11%-12% of others) or an employer-sponsored vanpool or rideshare program (17% vs. 12%-15%).
 - Government employers are more likely to offer these programs, whether vanpool/rideshare programs (26% vs. 6% of those who work for another in private industry) or transit fare subsidies/Metrochek (18% vs. 12%).
 - Spotsylvania area commuters are less likely to have transit fare subsidies offered by their employer (11% of those who are employed by another vs. 14%-19% elsewhere).
 - Few commuters on 495 towards Tysons Corner have transit subsidies available from their employer (11% of those who work for someone else), especially compared to commuters on 395 inside the Beltway (18%).
 - One in five Woodrow Wilson Bridge users has employer-offered vanpool or rideshare programs available (22%, above the 16% average typical for I-95 commuters employed by another).
 - Women are less likely to work for an employer who provides these benefits, whether vanpool/rideshare programs (13% vs. 19% of men) or transit fare subsidies/Metrochek (13% vs. 17%).
 - Older commuters are more likely to have transit fare subsidies available (22% of the commuters over the age of 55 vs. 14% who are under 45).
 - Commuters from high-income households are more likely to have transit fare subsidies available (20% when income totals \$125,000 or more vs. 13% when it is under \$75,000).
2. Half of the commuters work for an employer who supports alternate modes in some way (45%), either by subsidizing vanpool or carpool parking, subsidizing transit fares, or offering vanpool/rideshare programs. This includes 14% who work for someone who only supports alternative mode initiatives and 31% who work for someone who supports at least one of these initiatives while also providing subsidized parking for all employees. Another 19% work for an employer who offers subsidized parking for all employees without offering any of these alternative mode initiatives. The remainder work for an employer who does not offer any of these benefits (29%) or are not employed by another (8%). - *Tables 62-65*
3. More feel that VRE/Metrorail is reasonably available to their destination than an express bus (47% for VRE/Metrorail, 34% for express bus services). - *Tables 35-36*

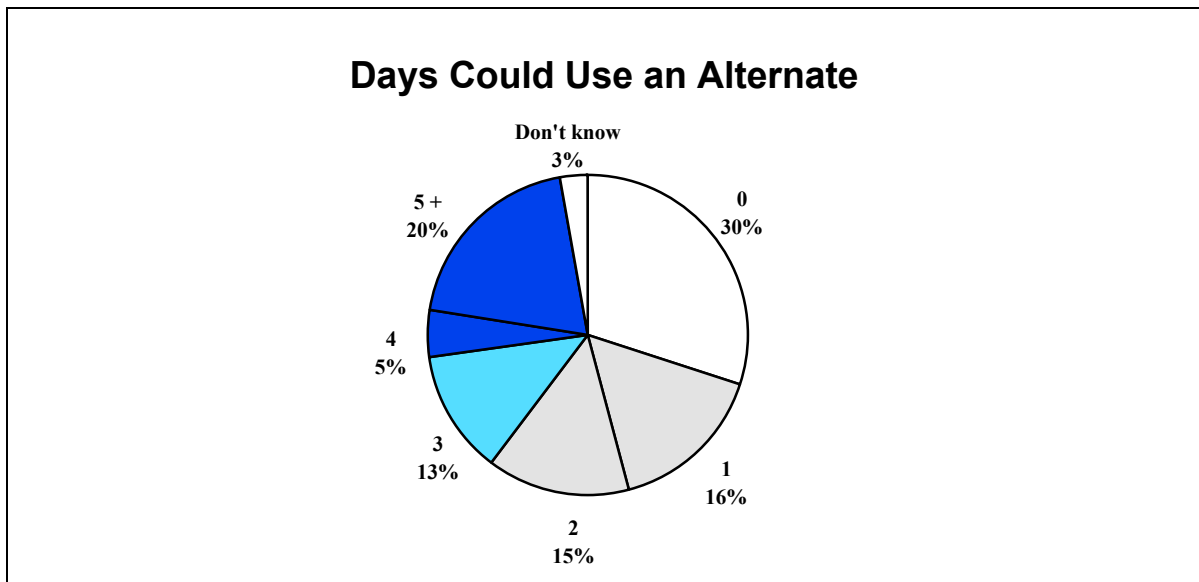




- Government employees are more likely to say these options are reasonably available to their destination (52% feel VRE or Metrorail is vs. 43% of private sector employees; 41% vs. 28% for express bus service).
- Those who drive on 495 towards Tysons are less likely to say that these options are reasonably available to their destination. Just 23% feel an express bus is reasonably available (vs. 37% who take 395 inside the Beltway and 48% who use HOV lanes). A few more feel that VRE or Metrorail is reasonably available (31%, less than the 54% who take 395 inside the Beltway and 58% of those using the HOV lanes). Commuters who cross the Woodrow Wilson Bridge are also less likely to say that VRE or Metrorail is reasonably available to them (40%).
- Fewer Prince William commuters feel VRE or Metrorail is reasonably available to their destination (38% vs. 58% in the Fairfax area and 43% in the Spotsylvania area).
- Spotsylvania area commuters are less likely to feel express bus service is reasonably available to their destination (19% vs. 39% in the Fairfax area and 31% in the Prince William area).
- The more days they feel they could use an alternate mode, the more likely they are to say that these options are reasonably available to their destination. For VRE or Metrorail this rises from 28% of those who feel they cannot use an alternate at all to 52% of those who could use an alternate 1 or 2 days per week and 59% of those who could use one 3 or more days during the average week. For an express bus this rises from 26% of those who feel they cannot use an alternate at all to 36% of those who could use an alternate 1 or 2 days per week and 39% of those who could use one 3 or more days a week.
- Two-thirds of those who are willing and able to try another mode say VRE or Metrorail is reasonably available to their destination (61% vs. 37% who are willing but not able to switch, 36% who are able but not willing, and 21% who are neither willing nor able). They are also more likely to say express

bus service is available (42% vs. 33% who are willing but not able to switch, 23% who are able but not willing, and 20% who are neither willing nor able).

- Those who drive alone are less likely to say these options are reasonably available to their destination, whether an express bus (28% vs. 37% who carpool with just 1 other person, 51% in a formal carpool with 2 or more others, and 54% of those who slug) or VRE/Metrorail (41% vs. 49% who carpool with just 1 other person, 62% in a formal carpool with 2 or more others, and 71% of those who slug).
 - Men are more likely than women to say express bus service is reasonably available to their destination (37% vs. 30%); many of the women are not sure (14% vs. 9% of men).
1. Two-thirds feel they could use an alternative for commuting at least one day a week (67%), whether an alternative mode of transportation or telecommuting. A quarter (24%) feel they could do so at least 4 days a week. Most of the rest are evenly distributed among feeling they could do so one (16%), two (15%), or three days per week (13%). Another 3% are unsure, leaving 30% who feel they could not use an alternative at all, for an average of 2.1 days a week. - *Table 40*



- A quarter of the Fairfax area commuters could use an alternative 5 or more days a week (24% vs. 18% in Spotsylvania, 16% in Prince William). Another 28% in this area say they could not use an alternate mode of transportation or telecommute at all (vs. 35% in Spotsylvania, 32% in Prince William).
- Carpoolers are more likely than SOV drivers to feel they could use an alternative, with just 23%-26% saying they could not (and 16% of slugs) compared to 34% of SOV drivers. Still, 28% of SOV drivers could use an

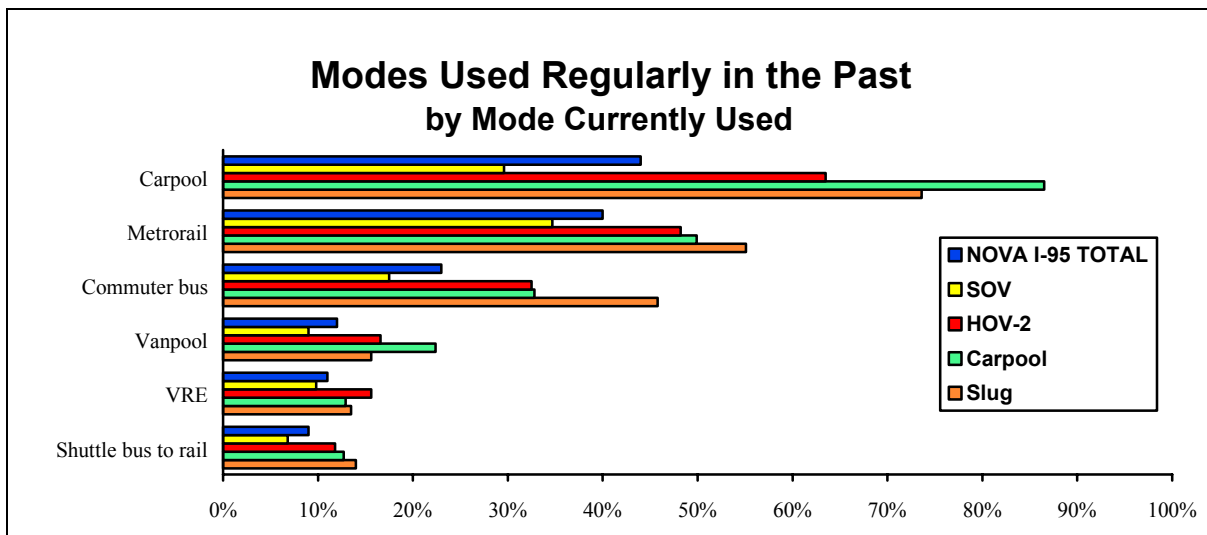


alternate mode of transportation or telecommute 1 or 2 days a week (vs. 33%-35% of formal carpoolers, 43% of informal) and 18% feel they could do so 5 days a week (vs. 25%-26% of formal carpoolers, 21% of informal).

- Fewer commuters on 495 towards Tysons Corner feel they could use an alternate (35% say they cannot vs. 29% who use 395 inside the Beltway and 31% who travel on 495 towards Alexandria; it is 24% among HOV users). HOV users tend to feel they could use an alternate 1 day (21%), 5 days (22%), or not at all (24%).
- The younger the commuters, the more likely they are to feel an alternate is possible, rising from 71% when the commuter is under 35 to 52% when age 55 or older. Just 27% of the commuters under 45 years of age say they cannot use an alternate (vs. 46% of those aged 55 or older).
- Almost half the commuters who are able to use an alternate say it is only 1 or 2 days a week (42% of those who are both willing and able, 57% of those who are able but not willing). Still, at least a quarter are able to use an alternate at least 5 days a week (31% of those willing and able to switch, 24% of those able but unwilling).
- More government employees feel they could use an alternate 1 day a week (19% vs. 13% in private industry), but are no more likely to be able to use one more often (49% vs. 53%).

Modes Experienced

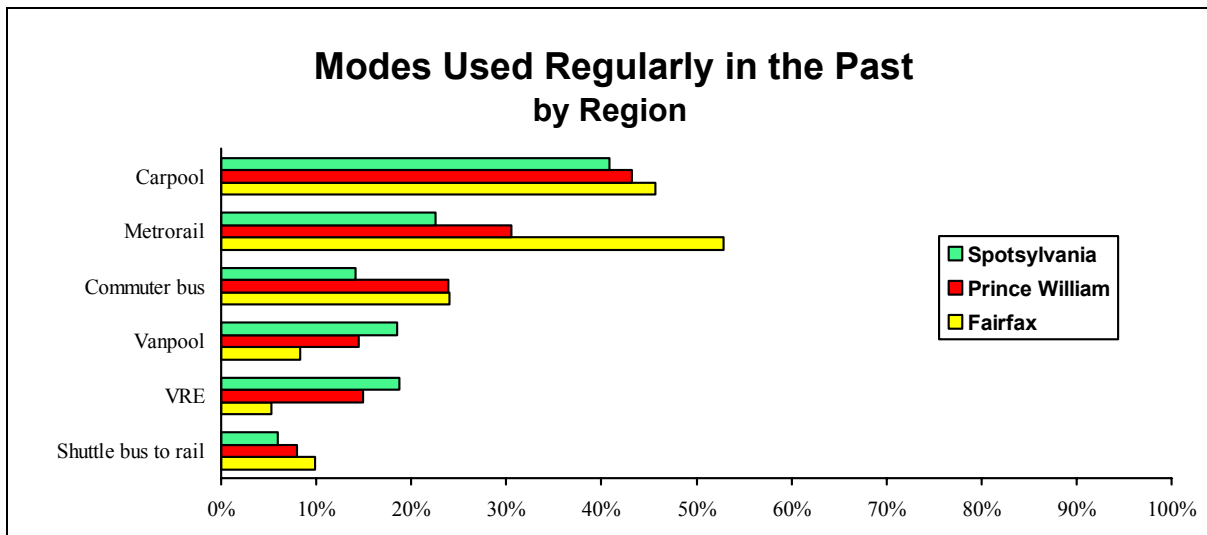
1. More than a third have used carpools or Metrorail on a regular basis in the past (40%-44%) somewhere, not necessarily in this market. About a quarter have used a commuter bus (23%). - *Tables 11-16*



- Employees in private industry are less likely to have used any of these alternatives, whether carpooling (36% vs. 54% of government employees), commuter bus (20% vs. 28%), Metrorail (37% vs. 42%), vanpool (10% vs. 15%), VRE (9% vs. 12%), or shuttle bus to rail (7% vs. 10%).
- Only about a third of those who drive alone have regularly used a carpool in the past (30%) or Metrorail (35%); even fewer have ridden a commuter bus (18%). Most of those who are using a carpool now say that they have used one on a regular basis in the past (87% in a pre-arranged carpool with 2 or more others, 74% in an informal carpool, and 64% who drive or ride with 1 other person). About half of the carpoolers have used Metrorail regularly in the past (48%-55%) and a third have used a commuter bus (33%, rising to 46% among those who currently slug).
- Half of those who feel they could use an alternate have carpooled in the past (47%-52% vs. 34% who feel they could not use an alternate mode of transportation nor telecommute). Almost as many have used Metrorail regularly (40%-46% vs. 32% who could not use an alternate). Fewer have regularly used a commuter bus (25%-26%), although it is still more than among those who feel they could not use an alternate (18%).
- Similarly, half of those who are willing to use an alternate have carpooled in the past (50%-56% vs. 21%-24% of those who are unwilling). They are also more likely to have regularly used a commuter bus (27%-29% vs. 12%-13%), vanpool (15% vs. 5%-8%), VRE (12%-13% vs. 4% of the unwilling and unable, 9% who are able but not willing), or shuttle bus to rail (11% vs. 4%-5%). Commuters who are both willing and able to try another mode are also more likely to have commuted via Metrorail or its equivalent elsewhere (47% vs. 23% of those unwilling and unable, 32% of those willing but not able).
- The older the commuter, the more likely he or she has regularly used a carpool in the past, rising from 39% of those under 35 to 52% of those aged 55 or older. Older commuters are also more likely to have used VRE or its equivalent (15% of those 55 and over, falling to 9% of commuters under 35 years of age). Previous commuter bus use is highest among those aged 45-54 (28%) and lowest among those under 35 years of age (19%).
- Two-thirds of the HOV users have carpooled in the past (64%) as have 47% who use 395 inside the Beltway for their commute. This compares to just 33%-38% who travel on 495. Those who now travel on 495 are also less likely to have regularly commuted on Metrorail in the past (31%-36%; this compares to 43% using 395 inside the Beltway) or on a commuter bus (17%-19%; this compares to 27% using 395 inside the Beltway and 32% using HOV lanes).



- Half the Fairfax area commuters have used Metrorail on a regular basis in the past (53% vs. 23% in the Spotsylvania area, 31% in the Prince William area).



- Fewer Spotsylvania area commuters have ever used a commuter bus regularly (14% vs. 24% in the other two areas).
 - More women have used a commuter bus regularly (26% vs. 21% of men).
1. Only about one in ten have experienced VRE or vanpools (11%-12%) or regularly taken a shuttle bus to rail (9%), either in this area or somewhere else. - Tables 11-16
 - Commuters who live farther out are more likely to have regularly used vanpools and VRE in the past (19% in the Spotsylvania area and 15% in the Prince William area vs. 5% using VRE in Fairfax and 8% a vanpool), but not shuttle bus to rail (6% in the Spotsylvania area, 8% in Prince William area, 10% in Fairfax area).
 - More of those who feel they could use an alternate have vanpooled or used VRE in the past (12%-14% vs. 7% for VRE and 10% for vanpool among those who feel they could not use an alternate). They are also slightly more likely to have used shuttle bus to rail (9%-10% vs. 7%).
 - One in five HOV users have vanpooled in the past (21%) as have 14% who use 395 inside the Beltway for their commute. This compares to just 7%-9% who travel on 495. Regular past usage of VRE is not quite as high (16% among HOV users and 12% among those who use 395 inside the Beltway vs. 7% who travel on 495 towards Alexandria and 10% who travel 495 towards Tysons Corner). HOV users are also more likely than the average commuter to have used shuttle bus to rail in the past (12% vs. 9% average), particularly

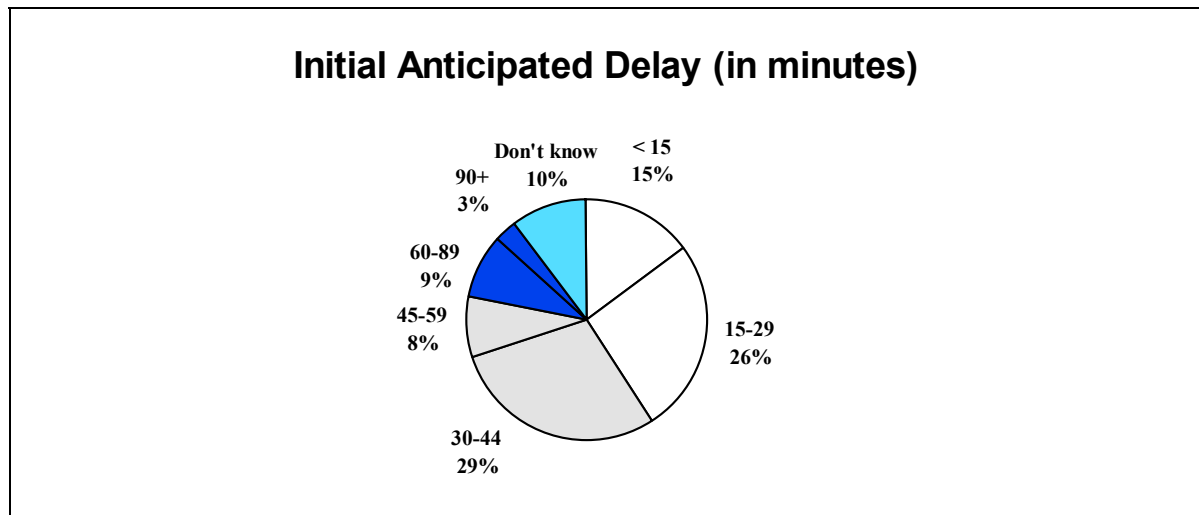
compared to those who use 495 toward Alexandria (6%), but this is still their least used mode of the ones tested.

- Only about one in ten who drive alone have regularly used a vanpool in the past (9%), rising to 17% among those who ride with 1 other person and 16% among those who slug. This compares to 22% of those who currently carpool with 2 or more others. SOV usage of shuttle bus to rail is even lower (7% vs. 12%-14% of carpoolers).

Future Situation

Anticipated Reaction

1. More than a third anticipate the construction will add less than 30 minutes to their commute (41%), including 15% who feel it will add less than 15 minutes. Another third (37%) believe it will add 30-59 minutes, mostly indicating 30-44 (29%). The remaining quarter anticipate it will add at least an hour (12%) or have no idea (10%).
- Table 25

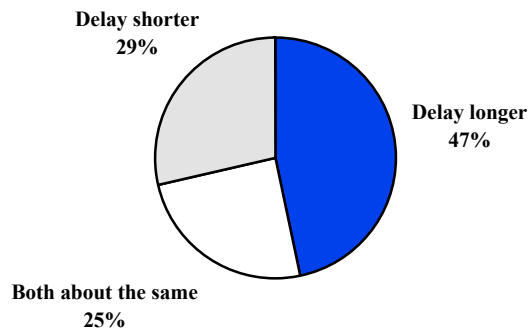


- One in five HOV users thinks the construction will delay their commutes at least 45 minutes (19%, about the same as the 20% average for all) and a total of 45% anticipate it will be at least 30 minutes. Another 11% are not sure. Most of the HOV users who think it will delay their commutes are least 45 minutes appear to be using the lanes during restricted hours (66%).
- Half the commuters who slug think construction will add less than 30 minutes to their commute (51% vs. 39%-44% of other carpoolers, 39% of SOV drivers), including 21% who think it will add less than 15 minutes (vs. 13%-16% of SOV drivers and other carpoolers).

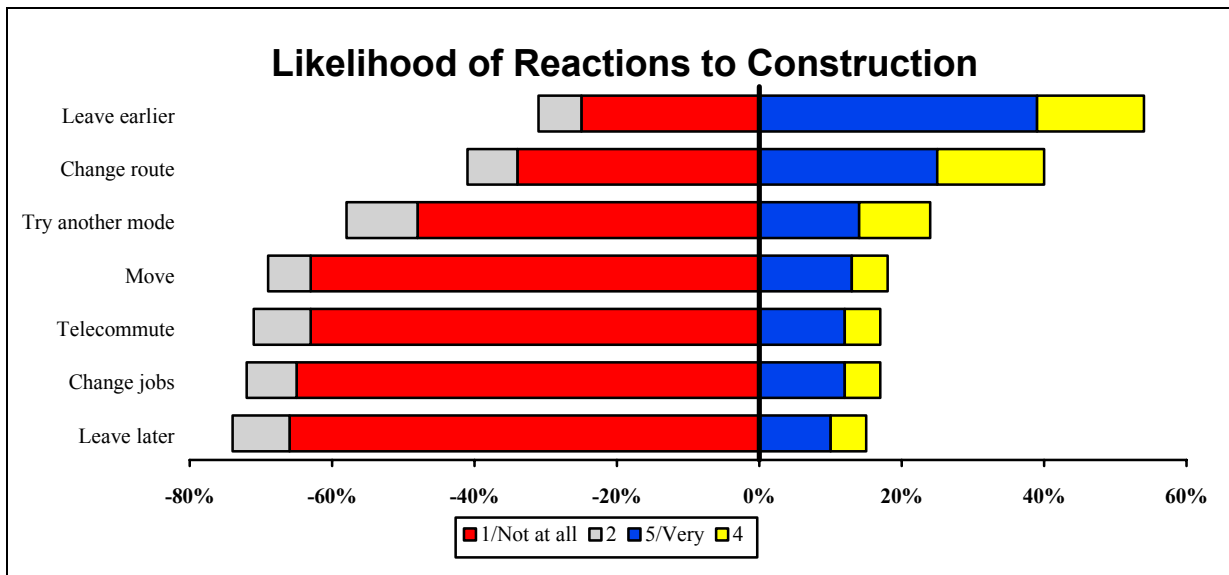
- Those who travel on 495 towards Tysons Corner think the construction delay will be longer (18% think it will add an hour or more, above the 12% average for all I-95 commuters; at the other extreme, 36% think it will add less than 30 minutes, below the 41% average; just 7% vs. 15% say less than 15 minutes).
 - A quarter of the Woodrow Wilson Bridge users anticipate the I-95 construction will delay their commutes at least 45 minutes (26%, above the 20% average for all), almost as many as anticipate it will be less than 30 minutes (33%, below the 41% average).
 - Commuters who are willing and able to try another mode are less likely to say the construction delay will be under 15 minutes (12% vs. 19%-20% who are unwilling to switch), although few think it will be 90 minutes or more (3% vs. 7% who are unwilling and unable to switch).
 - A quarter of the Spotsylvania area commuters think construction will add less than 15 minutes to their commute (22% vs. 12% in Prince William and 17% in Fairfax). A total of 38% think it will add less than 30 minutes (vs. 34% in Prince William, 49% in Fairfax).
 - Men are more likely` than women to think the construction delay will be less than 15 minutes (17% vs. 13%).
 - Half the government workers think the construction delay will be less than 30 minutes (46% vs. 37% employed in private industry).
1. An estimated half anticipate the construction will be longer than they currently allow for delays (47%—see page 13 for further detail). Another 25% of those for whom we are able to estimate a “cushion” think construction delays will be about what they allow now. Still, 28% anticipate the delays will be less than what they already allow, including 6% who allow less than 30 minutes now. While most of those who currently allow less than 30 minutes for delays anticipate this new construction will exceed their “cushion” (68%), 32% of them do not appear to think that this construction will have much personal impact.



Anticipated Delay vs. Current "Cushion"



1. They are most likely to leave earlier or change their route at some point during the construction. After being told that the anticipated delay is 30 minutes to an hour in the regular travel lanes and that the construction may take 12 years to complete, 54% indicate they are likely to leave earlier (with 39% "very likely") and 40% say they are likely to change routes (25% "very likely"). - Tables 26-33



- The older the commuter, the less likely he or she is to do either of these, whether leave home earlier (the average on the 5-point scale drops from 3.5 among commuters under 35 to 3.0 when the commuter is 55 or older) or change routes (the average drops from 3.1 to 2.6). Just 21% of the commuters under 35 say they are "not at all likely" to leave home earlier at some point during the construction, rising to 37% of the commuters aged 55 or older. For changing routes it rises from 27% "not at all likely" to 46%.

- The highest income households are less likely to leave earlier or change routes (25% are “very likely” to leave earlier when income is \$125,000 or more vs. 39%-42% when it is lower; 19% vs. 26% “very likely” to change routes).
- A third of the Spotsylvania area commuters indicate they are unlikely to leave home earlier (38% rate this 1-2 vs. 29% in Fairfax, 31% in Prince William).
- Fairfax commuters are particularly likely to change routes (29% are “very likely” vs. 19% in the Spotsylvania area, 23% in Prince William area). Half the Fairfax I-95 commuters say they are likely to change routes at some point during the construction (47% rate it 4 or higher vs. 31%-35% elsewhere).
- HOV users are unlikely to change routes at some time during the construction (53% rate their likelihood as 1 or 2 out of 5, below the 42% average for all commuters), with most “not at all likely” to do so (44% vs. 34% average). Almost as many say they are “not at all likely” to leave home earlier (34% vs. 25% average). Just 26% of HOV users say they are “very likely” to leave home earlier (below the 39% average).
- Half in carpools of 2 or more say they are “not at all likely” to change routes (50% in a pre-arranged carpool, 61% slugging vs. 28%-29% who commute in a car with no more than 1 other person) and a third say the same about leaving earlier (31% in a pre-arranged carpool, 36% in an informal one vs. 16% carpooling with just 1 other and 23% driving alone). By comparison, 44%-50% of those in a car with no more than 2 people say they are “very likely” to leave earlier at some point during the construction (vs. 17%-23%).
- Those who use 495 are more likely to change routes (52%, including 34% who are “very likely”), especially when compared to those who use 395 inside the Beltway (36% say they are likely, including 23% who are “very likely”).
- Commuters who are willing and able to try another mode are also likely to change routes (44% are likely, comparable to the 40% among those who are unwilling and unable to switch modes).
- Commuters who think they could use an alternate 3 or more days a week indicate a greater likelihood of changing routes (45% rate their likelihood as 4 or higher out of a maximum of 5 vs. 37%-38% who could use an alternate no more than 2 days a week). Similarly, fewer of them say they are “not at all likely” to consider leaving home earlier (21% vs. 26%-29%).
- Only a third of the government workers are likely to change routes (34% rate their likelihood 4 or 5 vs. 45% of the private industry employees; 39% vs. 31% say they are “not at all likely”). They are also less likely to leave home earlier (48% vs. 58%; 29% vs. 23% are “not at all likely”).



1. They are least likely to try leaving later (15% are likely, 75% are unlikely). Most are “not at all likely” to do this (66%). - *Table 29*
 - Three-quarters of the government workers are “not at all likely” to leave later (73% vs. 62% in the private sector; just 11% vs. 18% are likely to try this).
 - SOV drivers are more likely than carpoolers to leave later (18% likely vs. 7%-10%), although most are “not at all likely” (64% vs. 70%-72%).
 - Those who use 495 are more likely to leave later (20%-23%, including 14% who are “very likely”), especially when compared to those who use 395 inside the Beltway (16% say they are likely, including 11% who are “very likely”).
 - Commuters who think they could use an alternate 3 or more days a week indicate a greater likelihood of leaving home later (20% rate their likelihood as 4 or higher out of a maximum of 5 vs. 13% who could use an alternate no more than 2 days a week). Similarly, fewer of them say they are “not at all likely” to consider leaving home earlier (62% vs. 74% who could not use an alternate at all and 64% who could use one only 1 or 2 days a week).
 - Men are more likely than women to leave later (17% likely vs. 14% of women), although most are “not at all likely” (63% vs. 70%).
2. They are no more likely to try telecommuting than they are to move or change jobs (17%-18% are likely to do each of these, including 12%-13% who are “very likely”). Most are “not at all likely” to do any of these (63%-65%). - *Tables 30-31 & 33*
 - Three-quarters in the Spotsylvania area say they are “not at all likely” to move (72% vs. 61%-63% in the other two areas). Just 11% of the Spotsylvania area commuters indicate they are likely to move, rising to 18%-19% elsewhere. They are more willing to consider changing jobs than are those in the Prince William and Fairfax areas, with fewer “not at all likely” to do this (58% vs. 65%-67%).
 - Commuters in pre-arranged carpools with 2 or more others are less likely to say they will change jobs (10% are likely vs. 17% of those with fewer in the car and 19% of those who slug); 77% say they are “not at all likely” to change jobs during the construction period (vs. 62%-67% of others). They are also less likely to move (13% vs. 20% of SOV drivers and 16%-17% of other carpoolers).
 - Government employees are less likely than those in the private sector to change jobs (71% are “not at all likely” vs. 61%) or move (67% vs. 60%).
 - The older the commuter, the less likely to change jobs, dropping from 20% likely when under 35 years of age to 11% when aged 55 or older. Looking at

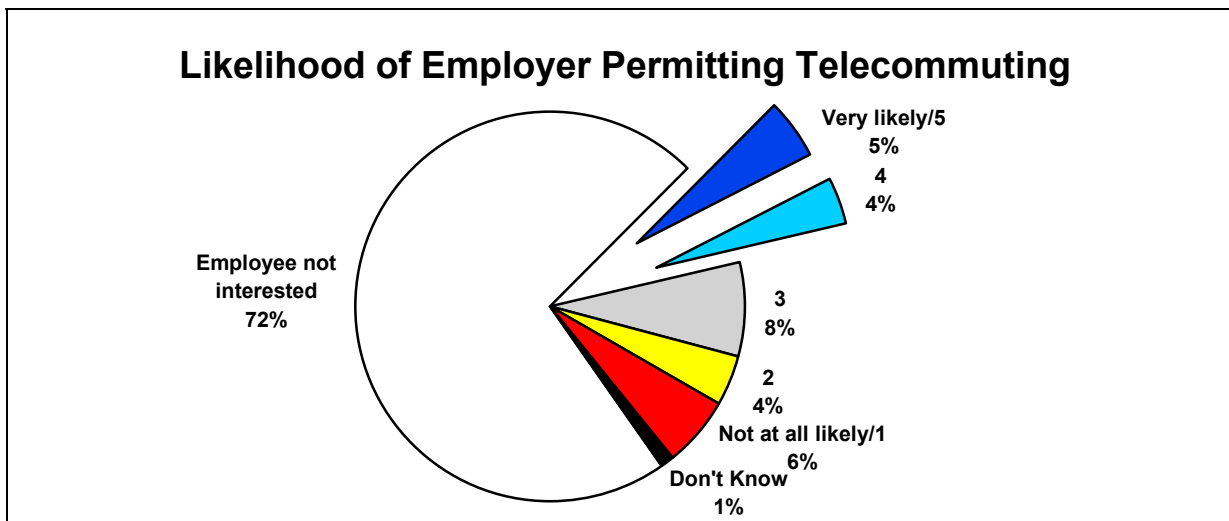


it another way, 61% of the commuters under 35 are “not at all likely” to change jobs, rising to 79% of those aged 55 or older. Younger commuters are also more likely to consider moving, with fewer under 35 saying they are “not at all likely” to do so (56%, rising to 69%-70% among those 45 or older).

- One in five women anticipates changing jobs (19% are likely vs. 14% of men).
- Those who are not able to try an alternate mode are less likely to change jobs (69%-71% are “not at all likely” vs. 62%-63% who are able to switch) or move (67%-71% vs. 61%).
- Commuters who think they could use an alternate 3 or more days a week indicate a greater likelihood of changing jobs (21% rate their likelihood as 4 or higher out of a maximum of 5 vs. 12%-15% who could use an alternate no more than 2 days a week). Similarly, fewer of them say they are “not at all likely” to consider changing jobs (62% vs. 70% who could not use an alternate at all and 64% who could use one only 1 or 2 days a week) or moving (59% vs. 69% and 63%).
- Those who use 495 are more likely to change jobs (18%-21%), particularly those who head towards Alexandria (18% are “very likely” vs. 12% average). They are also more likely to move (21%-22%), particularly those who head towards Tysons Corner (18% are “very likely” vs. 13% average).
- One in five Wilson Bridge users is “very likely” to change jobs (18%, above the 12% average for all I-95 commuters) and almost as many say they are “very likely” to try telecommuting (16%, above the 12% average).
- The more days they could use an alternate, the more likely they are to try telecommuting during the construction, rising from 7% (rating their likelihood as 4 or 5) when they could not use an alternate at all to 17% when they could use an alternate 1 or 2 days a week and 25% when they could use one 3 or more days a week. Still, 51% of those who could use an alternate mode of transportation or telecommute 3 or more days a week say they are “not at all likely” to try telecommuting (vs. 59% who could do so 1 or 2 days a week and 80% who could not use an alternate at all).
- A quarter of the commuters who are both willing and able to try another mode are likely to try telecommuting (25% vs. 7% of those who are willing but unable to try another mode and 10% of those who are able but not willing). Still, even more of them are “not at all likely” (52%, below the 63% average).
- Telecommuting has more appeal to younger commuters, with 19% under the age of 35 likely to try it, dropping to 9% when 55 or older. Looking at it another way, 73% of the commuters over 54 are “not at all likely” to telecommute during construction compared to 58% of those under 35.



- Commuters in the highest income households are less likely to have ruled out telecommuting (51% say they are “not at all likely” to try it when income totals \$125,000 or more vs. 63% when it is lower).
 - Only half the employees in private industry say they are “not at all likely” to try telecommuting (58% vs. 68% who work for government).
3. Even those who express an interest in trying telecommuting do not feel their employer is likely to allow it (36% indicate they are not and another 5% are unsure). Just 31% of those who rate their likelihood of trying telecommuting “3” or higher say their employer is likely to allow them to do this. Thus, just 9% of the commuters are both willing and able to try telecommuting. - Table 34



- Fewer in Fairfax say their employer is “not at all likely” to permit telecommuting (5% vs. 7% elsewhere; among those likely to try telecommuting this is 17% vs. 25%-27% elsewhere).
- One in ten who could use an alternate are willing and able to try telecommuting (11%-13% rate their likelihood of trying as 3 or higher and the likelihood of their employer permitting it as 4 or 5). Even among those who do not feel they can use an alternate, 2% say they are likely to try telecommuting and their employer is likely to permit it.
- Even a few who say they are unwilling and unable to try an alternate are willing and able to telecommuting (4%). This compares to 14% of those who are both willing and able to try some alternate.
- More of those who travel on 495 towards Alexandria are willing and able to try telecommuting (13% vs. 8%-9% who travel on 395 inside the Beltway or 495 towards Tysons Corner), with 43% of those who are likely to try it saying

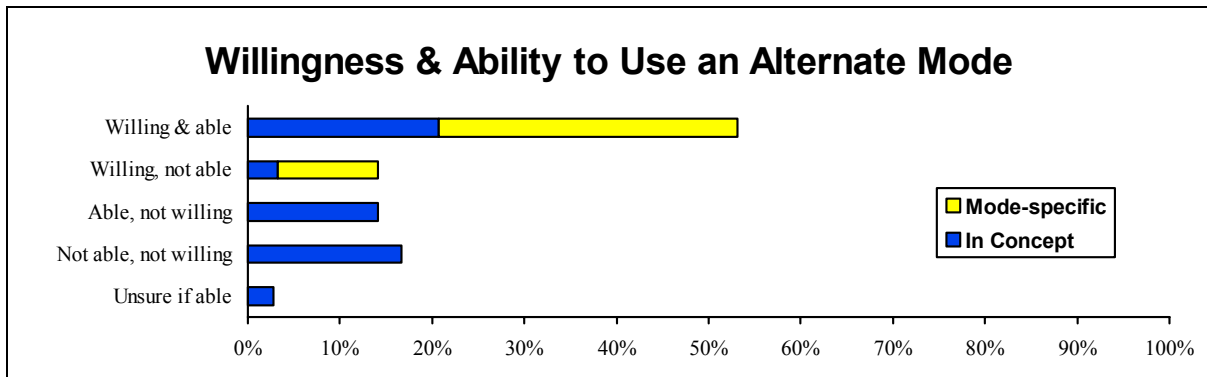
their employer is likely to allow it (vs. 27% of those who travel on 495 towards Tysons Corner and 30% when use 395 inside the Beltway).

- More of the younger commuters are willing and able to try telecommuting (10% of those under 45 rate both their likelihood of trying and their employer permitting as 4 or 5 vs. 2% when aged 55 or older) as 30%-34% of the under 45 commuters who are interested in telecommuting say their employer is likely to permit it.
 - Private sector employees are more likely to be willing and able to try telecommuting (11% vs. 7% who work for government).
1. A quarter say they are likely to try another transportation mode (24%), although just 14% say they are “very likely” to do so during the 12 years of the project. At the other extreme, 48% say they are “not at all likely” to try another mode. - *Table 32*
- Interest is greater in the Fairfax area (28% likely vs. 21% likely in the Spotsylvania and Prince William areas).
 - A quarter of the SOV drivers say they are likely to try another mode during the construction (24% rate the likelihood as 4 or higher out of a maximum of 5), or about the same as among the carpoolers (23%-25% in a pre-arranged carpool of 2 or more, 20% when slug). Still, 52% of the SOV drivers say they are “not at all likely” to try another transportation mode during the construction (vs. 39%-43% of carpoolers).
 - One in five who travel on 495 towards Alexandria are “very likely” to try another transportation mode during the construction period (19% vs. 12% for those who head towards Tysons Corner on 495).
 - More than half who cross the Woodrow Wilson Bridge in the morning say they are “not at all likely” to try another transportation mode during the construction period (59% vs. 46% who travel on 395 inside the Beltway and 51%-54% who use 495).
 - Younger commuters are more receptive to trying another mode, with just 42% of the commuters under 35 years of age saying they are “not at all likely,” rising to 60% when aged 55 or older.
 - Men are more likely than women to indicate they are not likely to try another mode (60% rate their likelihood only 1 or 2 vs. 55% of women).
 - The more days commuters think they could use an alternate, the more likely they are to say they will try another transportation mode, with 8% likely when they feel they could not use an alternate, rising to 21% when they could use an alternate 1 or 2 days a week and 39% when they could use one 3 or more days a week. Still, 32% of those who feel they could use an alternate 3 or more

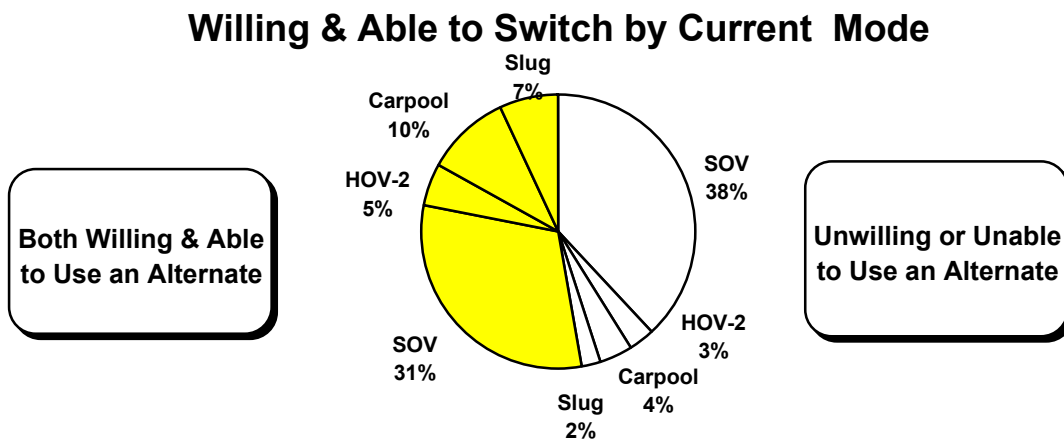


days a week say they are “not at all likely” to try another mode of transportation during the construction period (vs. 45% who could use an alternate 1 or 2 days and 74% who could not use one at all).

2. After asking about specific modes, the total who are willing to try an alternate mode rises from 24% to 69%, including the 53% who also say they are able to do so at least one day a week. Another 14% are able to switch but are unwilling, possibly rising to 17% if those who are unsure how many days a week they could use an alternate are included. Just 17% are neither willing nor able to try an alternate transportation mode during the construction period. - Table 70



- Half the SOV drivers are willing and able to try another mode (46%, representing 31% of all I-95 commuters interviewed) and 68% of those who currently commute with just one other person (another 5% of all commuters). Thus, 36% of all the I-95 commuters are willing and able to switch from driving with no more than two in the car to an alternate mode. Even more of the commuters in carpools with 2 or more others are willing and able to use an alternate (74% in formal carpool, 83% informal).



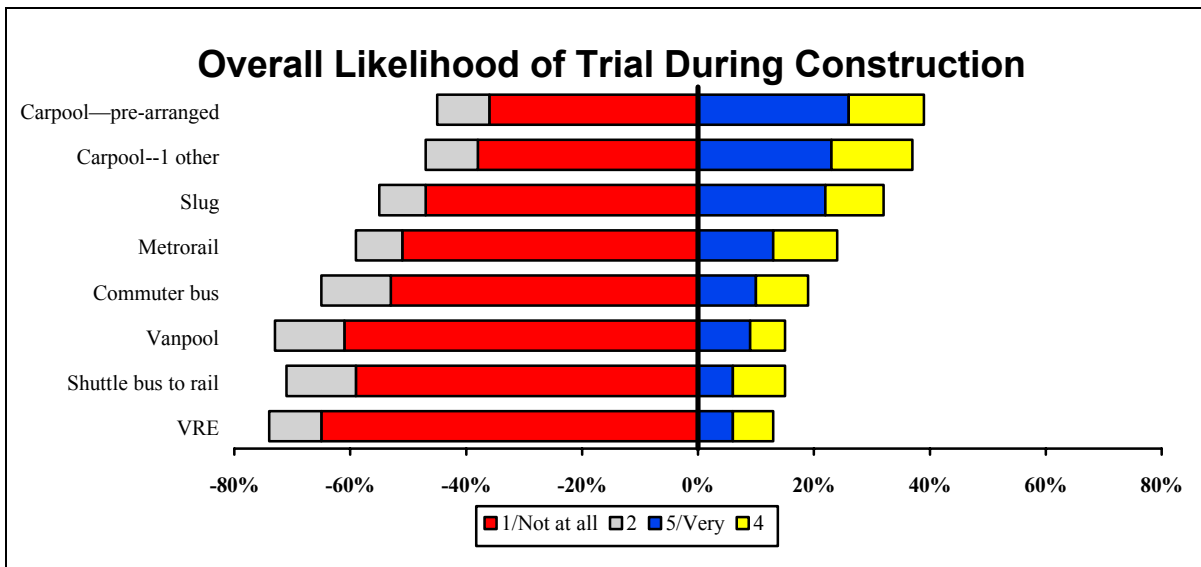
- Spotsylvania commuters are less likely to feel they are able to use an alternative (64% vs. 72% in Fairfax, 68% in Prince William), with only 49% willing and able to switch (vs. 58% in Fairfax, 53% in Prince William). Fewer in Fairfax say they are willing but unable to switch (10% vs. 16%-17% elsewhere), resulting in a fairly equal proportion who are willing to switch in all three areas (65%-69%).
- Almost half the commuters who are unable to use an alternate are nevertheless willing to try one during construction (44%). This compares to 74%-84% of those who are able to use an alternate for 1 or more days a week.
- Fewer commuters on 495 are willing to use an alternative (57% who travel towards Tysons Corner, 61% who travel towards Alexandria), especially compared to those who travel on 395 inside the Beltway (73%) or on the HOV lanes (83%). Even fewer are both willing and able (46%-49% who travel on 495 vs. 58% on 395 inside the Beltway, 66% using HOV lanes).
- Three-quarters of the government employees are willing to try another mode (77% vs. 62% in private industry), including 61% (vs. 49%) who are both willing and able.
- Commuters over the age of 54 are less willing to switch (just 55% are vs. 68%-71% who are younger), with just 36% willing and able (vs. 55%-57%).
- More females are willing to try an alternate (71% vs. 66% of men), although many feel they are unable to despite this willingness (16% vs. 12%).

Attractiveness of Modes

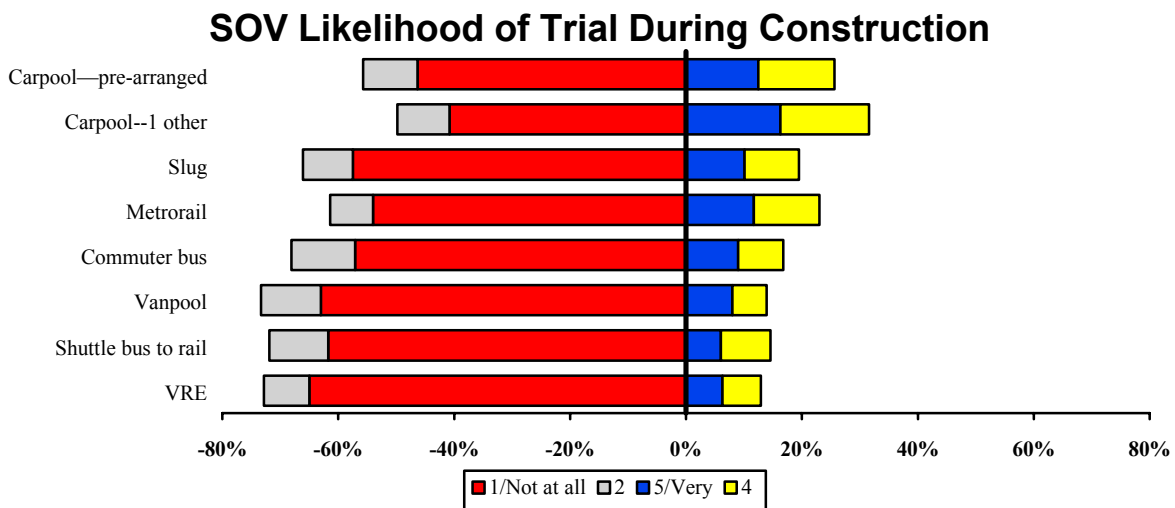
Overall

1. They are most likely to try carpooling, whether a pre-arranged formal carpool with two or more others (39%), a carpool with one other person (37%), or an informal carpool that is based on slugging (32%). At least one in five (22%-26%) say they are “very likely” to try each of these for at least part of their commute during the construction. Those who are not likely most often say it is because it is inconvenient (22%-27%), their schedule is too inflexible or hours too varied (10%-19%), or they don’t know anyone to ride with (8%-15%). Concerns about safety are also mentioned in conjunction with slugging (21%), although rarely mentioned for pre-arranged carpools with one or more others (2%). - *Tables 41-51*



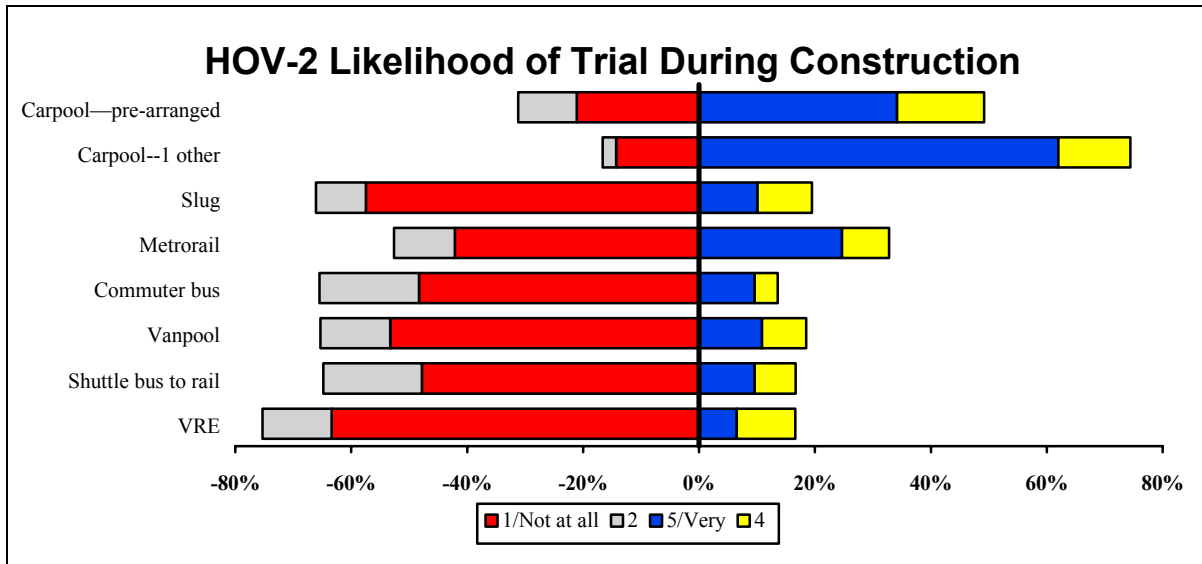


- A quarter of the SOV drivers are likely to join a formal carpool with 2 or more others during construction (26%, including 13% who are “very likely”), although almost twice as many say they are “not at all likely” to try this (46%). Fewer are likely to slug (20% are likely, 58% not at all likely). They are most likely to carpool with only 1 other person (32%, including 16% who are “very likely”), although 41% say they are “not at all likely” to do so.



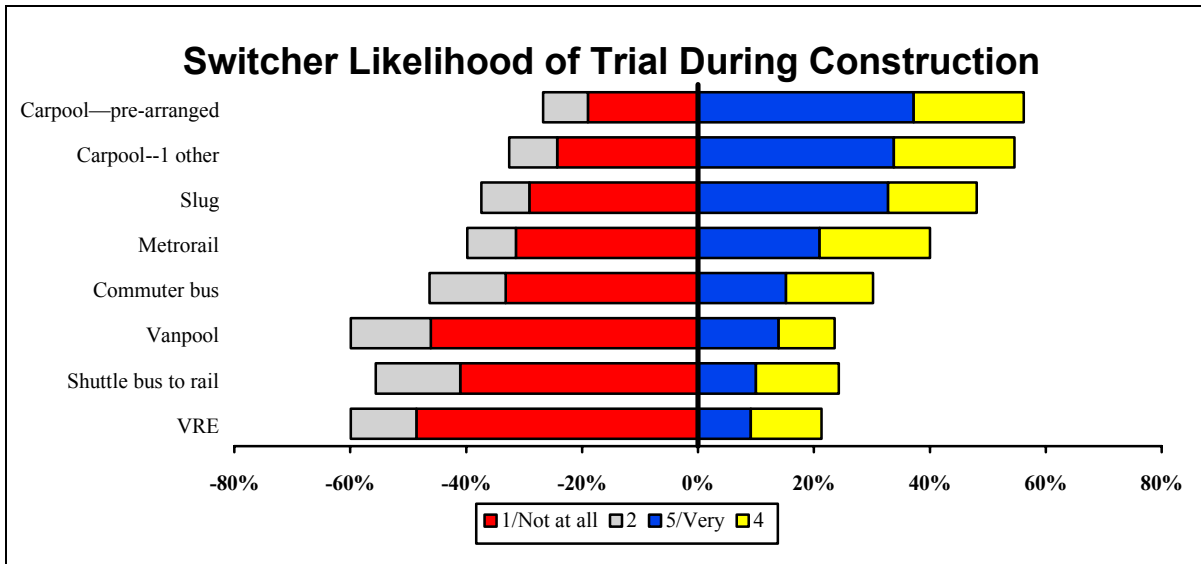
- Half of those who are carpooling with one other person say they are likely to add at least one more person during construction, either on a pre-arranged (49%) or informal basis (41%). Three-quarters are likely to continue carpooling with only 1 other person for at least part of the time (74%, including 62% who are “very likely”). Still, 14% of them say they are “not at

all likely” to carpool with just 1 other person during construction even though that is what they most often do now.



- Half of the sluggers are likely to try a formal carpool of 3 or more during construction (49%). Most, however, are likely to continue slugging for at least part of the time (89%, including 78% who are “very likely”). A third (35%) are likely to try carpooling with just 1 other person during construction.
- Nearly all of those who are already in a formal carpool say they are likely to continue in one during construction (91%, including 79% who are “very likely”). Still, 6% of them say they are “not at all likely” to carpool with 2 or more others in a pre-arranged carpool during construction even though that is what they most often do now. Half are likely to try an informal carpool (54%) or to carpool with just 1 other person (43%).
- The more days commuters think they could use an alternate, the greater their likelihood of trying a carpooling mode, whether a formal carpool with 2 or more others (rising from 25% when could use an alternate 0 days a week to 41% when could use an alternate 1-2 days and 47% when could use an alternate 3 or more days a week), slugging (18% when could use an alternate 0 days a week vs. 35% when could use an alternate 1-2 days and 40% when could use an alternate 3 or more days a week), or HOV-2 (22% when could use an alternate 0 days a week vs. 40% when could use an alternate 1-2 days and 46% when could use an alternate 3 or more days a week).
- A third of the commuters who are willing and able to try an alternate say they are “very likely” to try each of the carpooling options, including a formal carpool with 2 or more others (37%), slugging (33%), or HOV-2 (34%). Still,

approximately a quarter are “not at all likely” to try each of these (19% for a formal carpool with 2 or more others, 24% for HOV-2, 29% for slugging).



- More of the government employees are “very likely” to try carpooling, whether a formal carpool with 2 or more others (37% vs. 17% of those who work for private industry), slugging (28% vs. 17%), or HOV-2 (26% vs. 21%).
- Younger commuters indicate they are more likely to try carpooling, whether a formal carpool with 2 or more others (39%-41% likely when under 55 years of age vs. 28% when older), slugging (33%-39% when under 55 vs. 19% when older), or HOV-2 (dropping from 45% when under 35 years of age to 35% when 35-54 and 19% when age 55 or older).
- More of the commuters in higher-income households say they are “not at all likely” to try a pre-arranged carpool, whether with 2 or more others (42% when income is \$125,000 or more vs. 33% when it is under \$75,000) or just 1 other person (45% when income is \$125,000 or more vs. 36% when it is under \$75,000).
- Commuters on 495 are less likely to form carpools of 3 or more, either formally (30%-32% vs. 39% average) or informally (18%-25% vs. 32% average). By comparison, half of the HOV users say they are likely to try such carpools (51%-55%), with most “very likely” (42%-43%).
- Women are particularly likely to try pre-arranged carpools with 2 or more others (29% “very likely” vs. 22% of men).

1. A quarter say they are likely to try Metrorail (25%), although just 13% say they are “very likely” to do so. Those who are not most often say it is because it is inconvenient (35%) or not available in their area (26%). - Tables 46 & 54
 - More than a third of those who could use an alternate 3 or more days a week are likely to try Metrorail during the construction (39% vs. 23% who could use an alternate 1-2 days and 9% who could not use one), although 32% are “not at all likely” (vs. 49% for the occasional switchers and 77% of those who could not use an alternate). Importantly, 23% of those who could use an alternate at least 3 days a week say they are “very likely” to try Metrorail.
 - A quarter of those who are willing and able to use an alternate say they are “very likely” to try Metrorail during the construction (21%) and another 19% rate their likelihood almost as high (4 instead of 5). Thus, 40% indicate they are likely to try this mode, although another 31% are “not at all likely.”
 - A third of those commuting with just 1 other person are likely to try Metrorail (33%, including 25% who are “very likely”), both above average.
 - More than half of the commuters on 495 towards Tysons Corner say they are “not at all likely” to try Metrorail for at least part of their commute during construction (59% vs. 47% who drive on 395 inside the Beltway and 53% who use 495 towards Alexandria).
 - More of the older commuters say they are “not at all likely” to try Metrorail (60% of those over 54 years of age, 53% of those aged 35-54, and 45% of those under 35 years of age).
 - Women are a little more likely than men to try Metrorail for at least part of their commute (27% are likely vs. 22% of men).
2. At least two-thirds indicate they are not likely to try VRE (73%), a vanpool (72%), shuttle bus to rail (71%), or commuter bus (65%), with most “not at all likely.” At the other extreme, just 6%-10% are “very likely” to try these modes. The most common reasons for not being likely to try them are their inconvenience (27%-32%) and lack of availability (6% for vanpool, 15%-26% for the others). Cost is mentioned by a number as a reason for not being interested in VRE (10%) and schedule conflicts for vanpools (19%). - Tables 44-56
 - A quarter of those who could use an alternate 3 or more days a week are likely to try a commuter bus during the construction (29% vs. 18% who could use an alternate 1-2 days and 7% who could not use one), although 36% are “not at all likely” (vs. 50% for the occasional switchers and 78% of those who could not use an alternate). Almost as many are likely to try a shuttle bus to rail (25% vs. 12% and 6%; 40% are “not at all likely” vs. 59% and 83%), vanpool (23% vs. 14% and 8%; 46% are “not at all likely” vs. 63% and 79%), or VRE



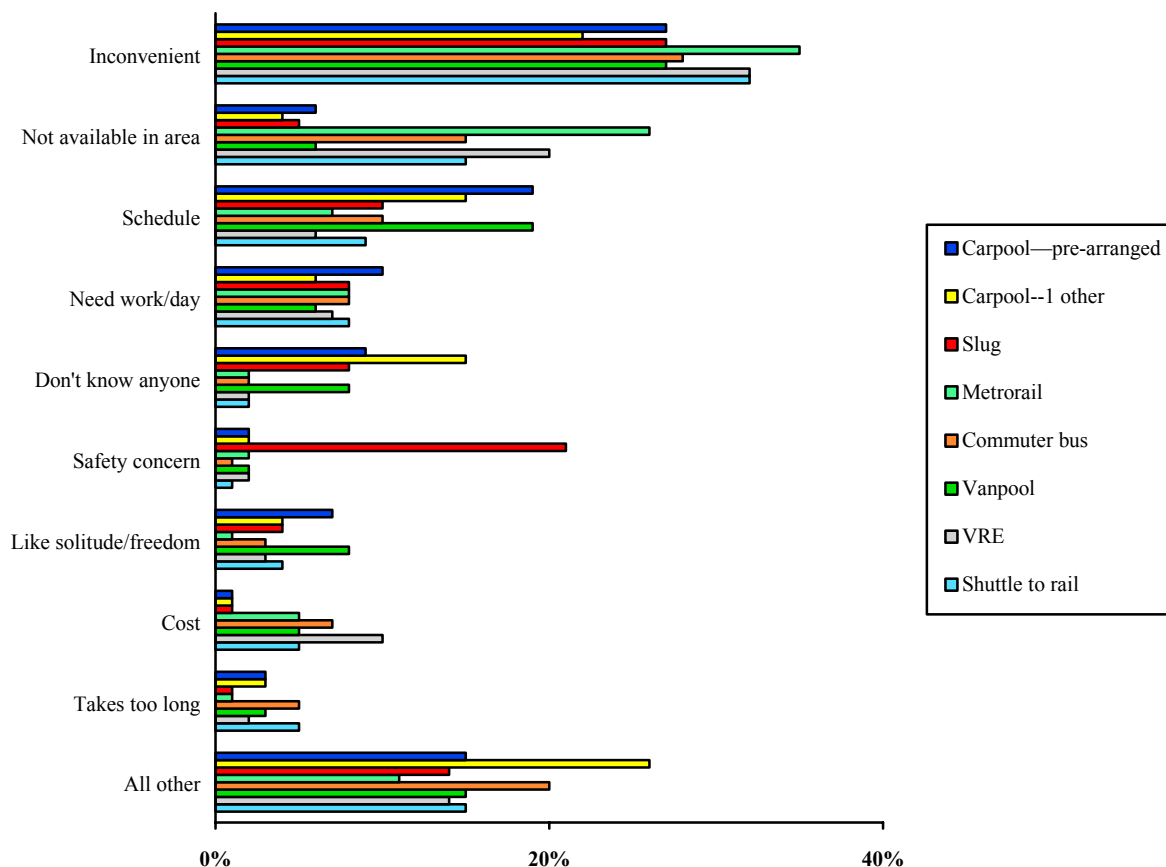
(20% vs. 13% and 4%; although 48% are “not at all likely” vs. 65% and 86%).

- A quarter of the commuters who are willing and able to try an alternate are likely to try each of these options: commuter bus (30%), vanpool (24%), shuttle bus to rail (24%), or VRE (21%). Still, except for the commuter bus almost twice as many of these commuters say they are “not at all likely” to try these modes during construction as say they are likely: vanpool (46%), shuttle bus to rail (41%), and VRE (49%). Just 33% say they are “not at all likely” to try a commuter bus, or about the same as the 30% who say they are likely.
- Younger commuters are less likely to have ruled these options out, whether trying a commuter bus (just 48% of those under 35 say it is “not at all likely”, rising to 65% of those aged 55 or older), vanpool (52% of those under 35 say it is “not at all likely”, rising to 72% of those aged 55 or older), shuttle bus to rail (54% of those under 35 and 58%-61% of those aged 35-54 vs. 69% of those aged 55 or older), or VRE (61% of those under 35 say it is “not at all likely”, rising to 71% of those aged 55 or older).
- Three-quarters of the commuters on 495 towards Tysons Corner say they are “not at all likely” to try VRE for at least part of their commute during construction (71% vs. 62% who use 495 towards Alexandria and 64% who drive on 395 inside the Beltway). Almost as many say the same about commuter buses (61%).
- A quarter of those in a formal carpool are likely to try a vanpool (25%), above the 15% average for all. Just 8% of the sluggers are likely to try a vanpool at some point during the construction.
- The higher the household’s income, the lower the interest in trying a vanpool (dropping from 19% likely when income is under \$75,000 to 7% when income totals \$125,000 or more) or commuter bus (dropping from 22% likely when income is under \$75,000 to 13% when it is \$125,000 or more). Commuters from households with income under \$75,000 are less likely to have ruled out trying a shuttle bus to rail (53% are “not at all likely” vs. 63%-64% with higher incomes).
- More of the government workers are likely to try a commuter bus (22% vs. 16% who work for private industry).
- A third of the sluggers are likely to try a commuter bus (34%), above the 19% average for all. Yet another 34% of the sluggers are “not at all likely” to try a commuter bus at some point during the construction.
- Fewer HOV users are “not at all likely” to try a commuter bus during construction (44%, below the 53% average for all).



3. Many of those not interested in switching cite the inconvenience (22%-35% give this as the reason for not being willing to try the various modes) or scheduling problems from an inflexible work schedule or varied work hours (6%-19%), although scheduling is less often the problem for VRE (6%) and Metrorail (7%). Lack of availability in their area is a top problem for rail-based options (15%-26%) and commuter buses (15%), with cost also mentioned more often for these options than for carpooling (5%-10% vs. 1% for carpooling, 5% for vanpool). Safety concerns depress interest in slugging (21% mention) and not knowing anyone is cited fairly often by those not interested in carpooling (8%-15%) or vanpooling (8%). A wide variety of other reasons are given. - Tables 49-56

Overall Why Not Likely to Use A Mode



- A third of the HOV lane users say it is too inconvenient to slug (39%, above the 27% average for all who are unlikely to slug).
- Those who could not use an alternate at all are more likely to say it is too inconvenient to carpool with 1 other person (31% vs. 15%-20% who could use an alternate 1 or more days a week) or join a pre-arranged carpool with 2 or more others (36% vs. 21%-25% who could use an alternate).



- Inconvenience is less often given as a reason by those who are able and willing to try an alternate as to why they are unlikely to try a pre-arranged carpool with 2 or more others (19%, below the 27% average for all who are unlikely to carpool).
- Those who could not use an alternate at all are more likely to give mode unavailability in their area as a reason for not wanting to slug (11% vs. 8% who could use an alternate 1-2 days and 0% who could do so 3 or more days).
- Women are more likely to mention unavailability of slugging (9% vs. 2% of men) or commuter bus (19% vs. 11%).
- A third of those who currently slug say their schedule is too varied to vanpool (33%, above the 19% average for all who are unlikely to vanpool).
- Those who could use an alternate only 1-2 days a week are more likely to say their schedule is too inflexible to slug (16% vs. 4% who could not use an alternate at all and 9% who could use one 3 or more days a week).
- A quarter of the women say they cannot carpool with 2 or more others because of their schedule (24% vs. 15% of men who are unlikely to carpool), because it takes too long (6% vs. 1% of men), or because they are concerned about safety (3% vs. 0%).
- Men are more likely than women to say their schedule will not permit them to slug (13% vs. 6% of women).
- Fewer commuters who are able and willing to try an alternate say their schedule will not permit them to ride the shuttle to rail (5%, below the 9% average for all who are unlikely to use this mode).
- Those who could not use an alternate at all are more likely to say they need their car for work so they cannot join a pre-arranged carpool with 2 or more others (11% vs. 2%-3% who could use an alternate) or ride Metrorail (10% vs. 2%-3%). Similarly, they are more likely to need their car during the day so they cannot ride a shuttle to rail (7% vs. 1%-3%).
- Men are more likely to say they need their car for work so they cannot join a pre-arranged carpool with 2 or more others (10% vs. 2% of women), ride Metrorail (8% vs. 3%), or ride a shuttle to rail (8% vs. 2%).
- Commuters on 495 towards Alexandria are more likely to say they need their car for work so they cannot ride Metrorail (12%, above the 6% average for all who are unlikely to ride Metrorail).
- Those who are able and willing to try an alternate are less likely to say they need a car for work as the reason they are not likely to try a pre-arranged



carpool with 2 or more others (1%, below the 6% average for all who are unlikely to carpool), VRE (1% vs. 4% average), commuter bus (2% vs. 4% average), or Metrorail (3% vs. 6% average). They are also less likely to say they need a car during the day as a reason for being unlikely to ride the shuttle to rail (1% vs. 3% average).

- Employees in the private sector are more likely to say they need their car during the day so they cannot carpool with 1 other person (5% vs. 0% of government employees). Similarly, they are more likely to say they need it for work and thus cannot slug (6% vs. 0%), vanpool (7% vs. 1%) or ride VRE (7% vs. 0%).
- Those who could use an alternate 1 or 2 days a week are more likely to say they don't know anyone to share a ride with for Metrorail (5% mention it; they are the only ones who mention this reason for this mode).
- One in five who travel on 495 towards Alexandria say they don't know anyone to vanpool with (21%, above the 8% for all unlikely to vanpool).
- Those who travel on 495 towards Alexandria make above-average mention of safety concerns related to shuttle to rail (5%, above the 1% average for all).
- Government employees are more likely to voice a safety concern that prevents them from joining a pre-arranged carpool with 2 or more others (4% vs. 0% of those in private industry).
- Those who could use an alternate 3 or more days a week are more likely to cite safety concerns as a reason for not being likely to slug (28% vs. 15%-17% when could use an alternate 0-2 days) or ride Metrorail (5% vs. 0%-2%).
- Those who could not use an alternate at all are actually less likely to say they like the feeling of driving alone so they cannot join a pre-arranged carpool with 2 or more others (2% vs. 10%-11% who could use an alternate) or a vanpool (3% vs. 9%-10%).
- One in ten women who are unlikely to vanpool say it is because they like the freedom and solitude of driving alone (11% vs. 5% of men). They are also more likely than men to mention this as a reason for not riding Metrorail (3% vs. less than 1%).
- Employees of private industry are more likely to mention they like the feeling of driving alone as a reason they are unlikely to take a commuter bus (4% vs. 1% of government employees).
- Those who currently slug mention cost more often as a reason not to ride VRE (33%, above the 10% average for all who are unlikely to ride VRE) or



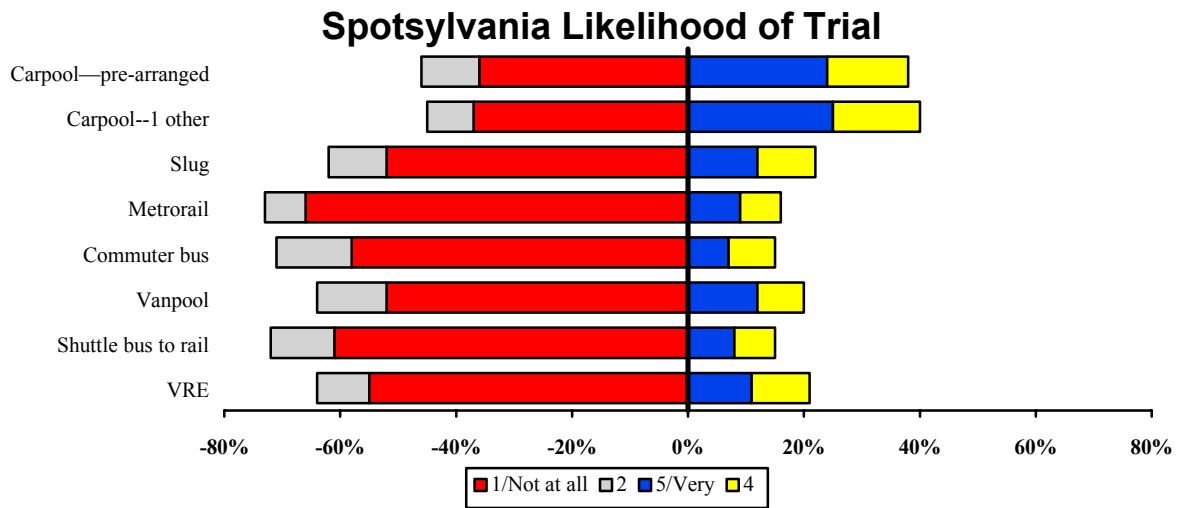
vanpool (19%, above the 5% average for all who are unlikely to vanpool). Few say VRE is not available to them (3%, below the 20% average).

- Women are more likely to mention the cost of VRE (13% vs. 7% of men).
- One in seven government employees say they are not likely to ride VRE because of the cost (14% vs. 6% who work in private industry) and almost as many give this as a reason for not using a commuter bus (12% vs. 4%).
- Those who are able and willing to try an alternate make above-average mention of VRE's cost being a deterrent to its use (14% vs. 10% average for all who are unlikely to ride VRE).
- Those who carpool with just 1 other person are more likely to say it costs too much to ride a commuter bus (17% vs. 4% of SOV drivers).
- HOV users are more likely than the average commuter to mention the cost of VRE (18% vs. 10% average for all who are unlikely to ride VRE) and the commuter bus (13% vs. 7%).
- Carpoolers say the commuter bus takes too long (11% vs. 3% of SOV drivers) and those who slug say the same about riding the shuttle to rail (14% vs. 2% of SOV drivers).
- Government employees are also more likely to say the bus takes too long (7% vs. 2% of private sector employees).
- Those who could use an alternate only 1-2 days a week are more likely to give a wide variety of other reasons for not being likely to join a pre-arranged carpool with 2 or more others (19% vs. 7%-9% who could use an alternate for either more or fewer days).

Regionally

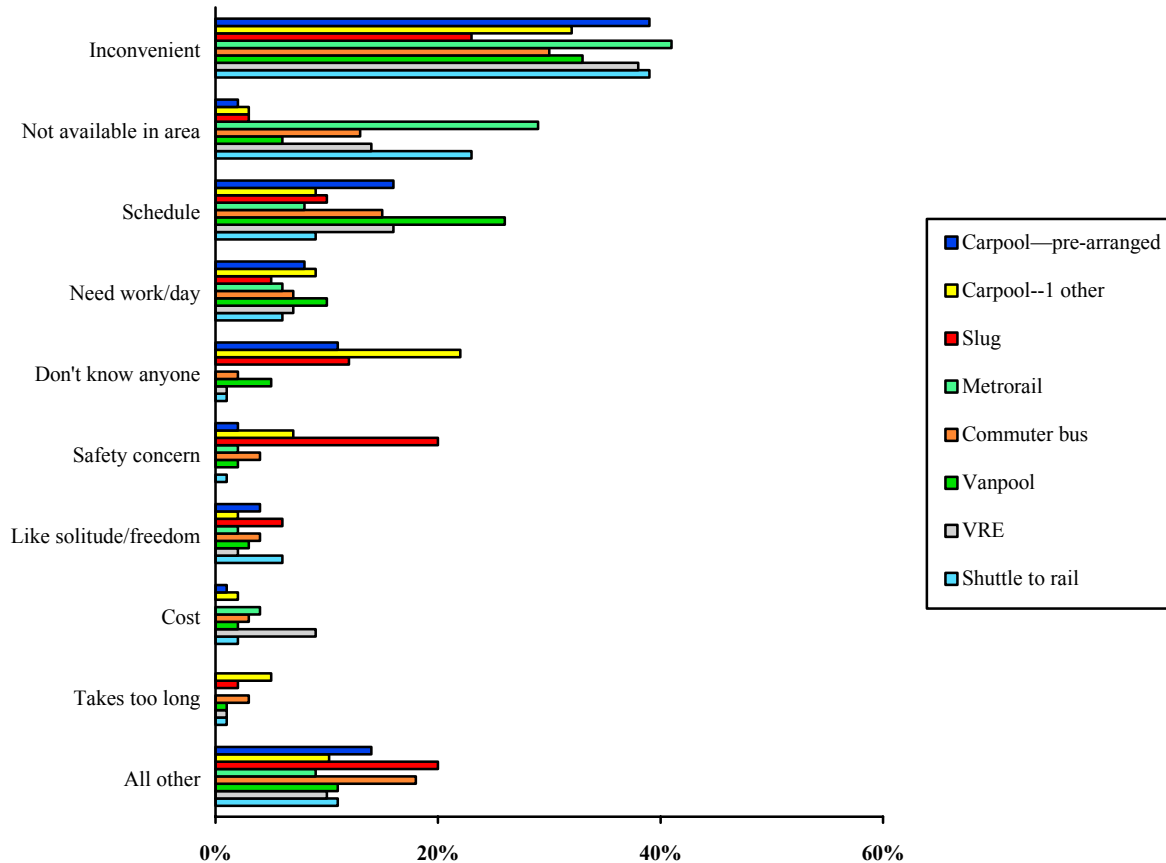
1. Spotsylvania area commuters are most likely to try carpooling, whether a pre-arranged formal carpool with two or more others (37%) or a carpool with one other person (40%). At least one in five (24%-25%) say they are “very likely” to try each of these for at least part of their commute during the construction. Those who are not likely most often say it is because it is inconvenient (32%-39%), they don't know anyone to ride with (11%-22%), or their schedule is too inflexible or hours too varied (9%-16%). A number also mention needing their car during the day or for work (8%-9%). - *Tables 41-51*
 - Slugging is less appealing in the Spotsylvania area, where just 22% say they are likely to try this mode (vs. 31%-34% elsewhere). (It should be noted that shortly after the interviewing was completed for this study, slugging received newspaper publicity in this market and slugging became more popular.)





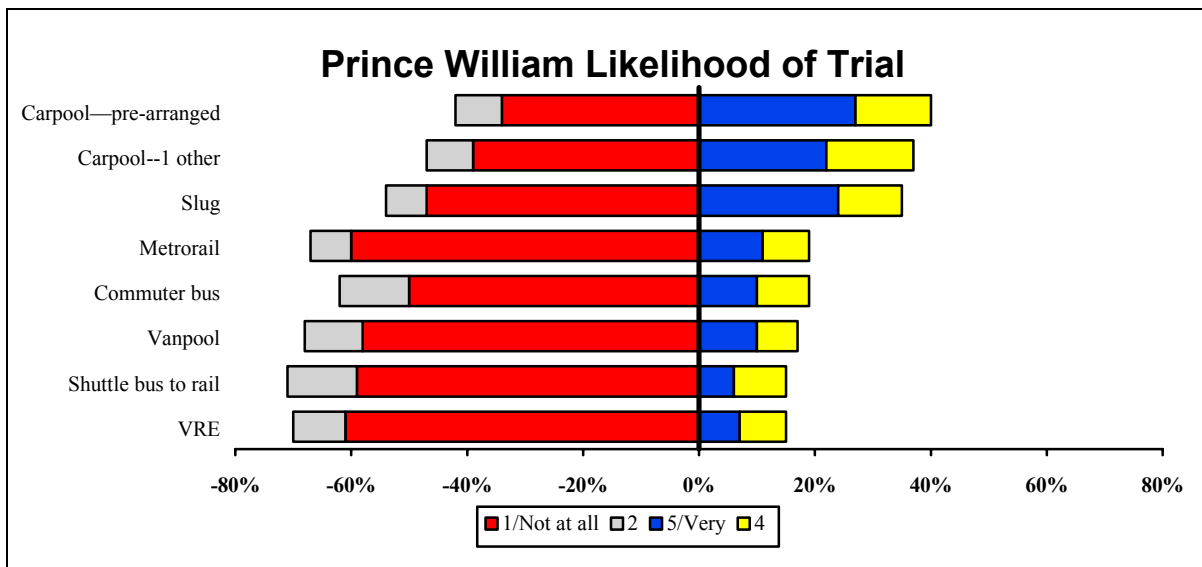
- Commuter buses are less popular in the Spotsylvania area (15% are likely to try vs. 19% elsewhere; 58% are “not at all likely” vs. 50% in Prince William, 55% in Fairfax).
1. Many of those in Spotsylvania not interested in switching cite the inconvenience (23%-41% give this as the reason for not being willing to try the various modes) or scheduling problems from an inflexible work schedule or varied work hours (8%-26%). Lack of availability in their area is a top problem for rail-based options (14%-29%) and commuter buses (13%), with cost also mentioned often for VRE (9%). Safety concerns depress interest in slugging (20% mention) and not knowing anyone is cited fairly often by those not interested in carpooling (11%-22%). A wide variety of other reasons are given. - *Tables 49-56*
 - Spotsylvania area commuters are more likely to say it is too inconvenient to carpool with 1 other person (32% vs. 20%-21% elsewhere), or join a pre-arranged carpool with 2 or more others (39% vs. 26% elsewhere). They, along with Fairfax commuters, are also more likely to cite inconvenience for vanpooling (33%-34% vs. 19% in Prince William).
 - Spotsylvania area commuters are less likely to give mode unavailability in their area as a reason for not wanting to join a pre-arranged carpool with 2 or more others (2% vs. 6%-7% elsewhere) or ride the shuttle to rail (23% vs. 14%-15%).
 - Spotsylvania area commuters are more likely to say their schedule is too inflexible for VRE (16% vs. 5%-6% elsewhere) and commuter buses (15% vs. 8%-10%). Fairfax area commuters, on the other hand, are more likely to say their schedule is too inflexible to carpool with 1 other person (25% vs. 8%-9% elsewhere), but not necessarily to vanpool (15% vs. 26% in Spotsylvania, 22% in Prince William).

Why Spotsylvania Not Likely to Use A Mode



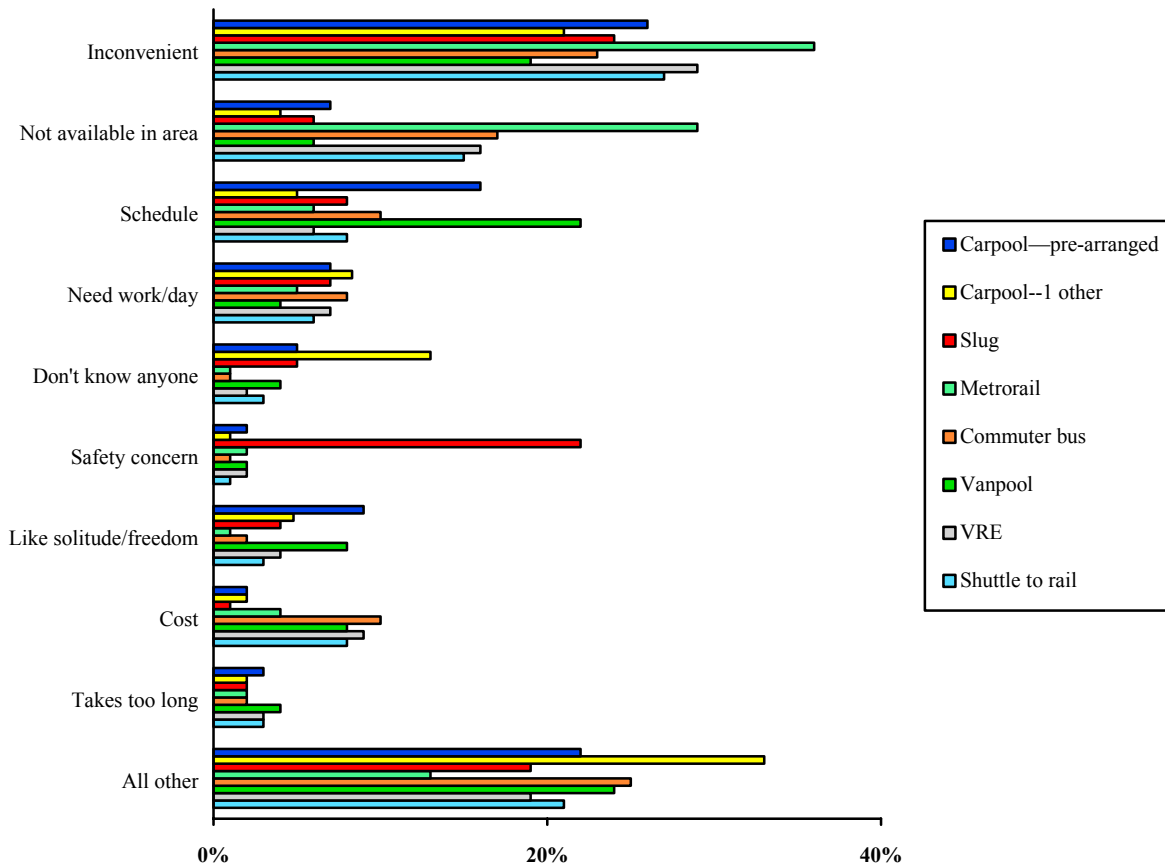
- Spotsylvania area commuters are more likely to say their car is required for work so they cannot carpool with 1 other person (9% vs. 2%-4% elsewhere) or that they need the car during the day and thus cannot vanpool (6% vs. 1%-3% elsewhere). Fairfax commuters are more likely to give these reasons when it comes to not using Metrorail (5% need car during the day vs. 0%-2% elsewhere; 8% need car for work vs. 4%-5% elsewhere).
- Spotsylvania area commuters are more likely to cite safety concerns as a reason for not being likely to carpool with 1 other person (7% vs. 1% elsewhere).
- Spotsylvania area commuters are less likely to mention liking the freedom or solitude of driving alone as a reason for not being likely to vanpool (3% vs. 8% elsewhere).
- Spotsylvania area commuters are more likely to mention daycare responsibilities that prevent them from carpooling with 1 other person (2% vs. 0% elsewhere).

- Prince William area commuters are most likely to try carpooling, whether a pre-arranged formal carpool with two or more others (40%), a carpool with one other person (37%), or an informal carpool that is based on slugging (34%). At least one in five (22%-27%) say they are “very likely” to try each of these for at least part of their commute during the construction. Those who are not likely most often say it is because it is inconvenient (21%-26%), their schedule is too inflexible or hours too varied (8%-16%), or they don’t know anyone to ride with (5%-13%). Concerns about safety are also mentioned in conjunction with slugging (22%), although rarely for pre-arranged carpools with one or more others (1%-2%). - *Tables 41-51*

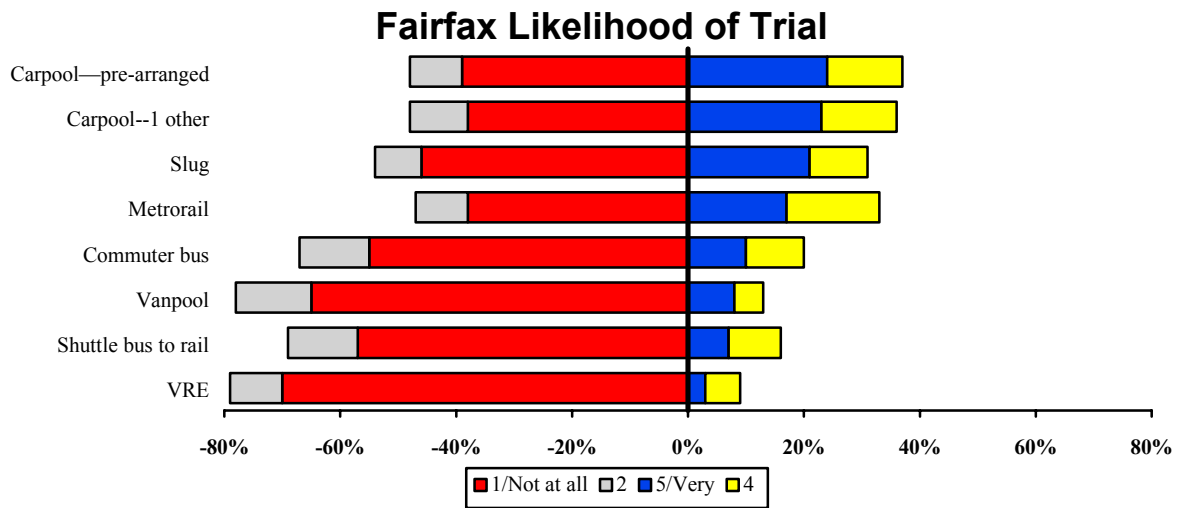


- Many of those in Prince William not interested in switching cite the inconvenience (19%-36% give this as the reason for not being willing to try the various modes) or scheduling problems from an inflexible work schedule or varied work hours (6%-22%), although scheduling is less often the problem for VRE (6%) and Metrorail (6%). Lack of availability in their area is a top problem for rail-based options (16%-29%) and commuter buses (17%), with cost also a frequent problem for commuter bus use (10%). Safety concerns depress interest in slugging (22% mention) and not knowing anyone is cited fairly often by those not interested in carpooling (5%-13%). A wide variety of other reasons are given. - *Tables 49-56*

Why Prince William Not Likely to Use A Mode

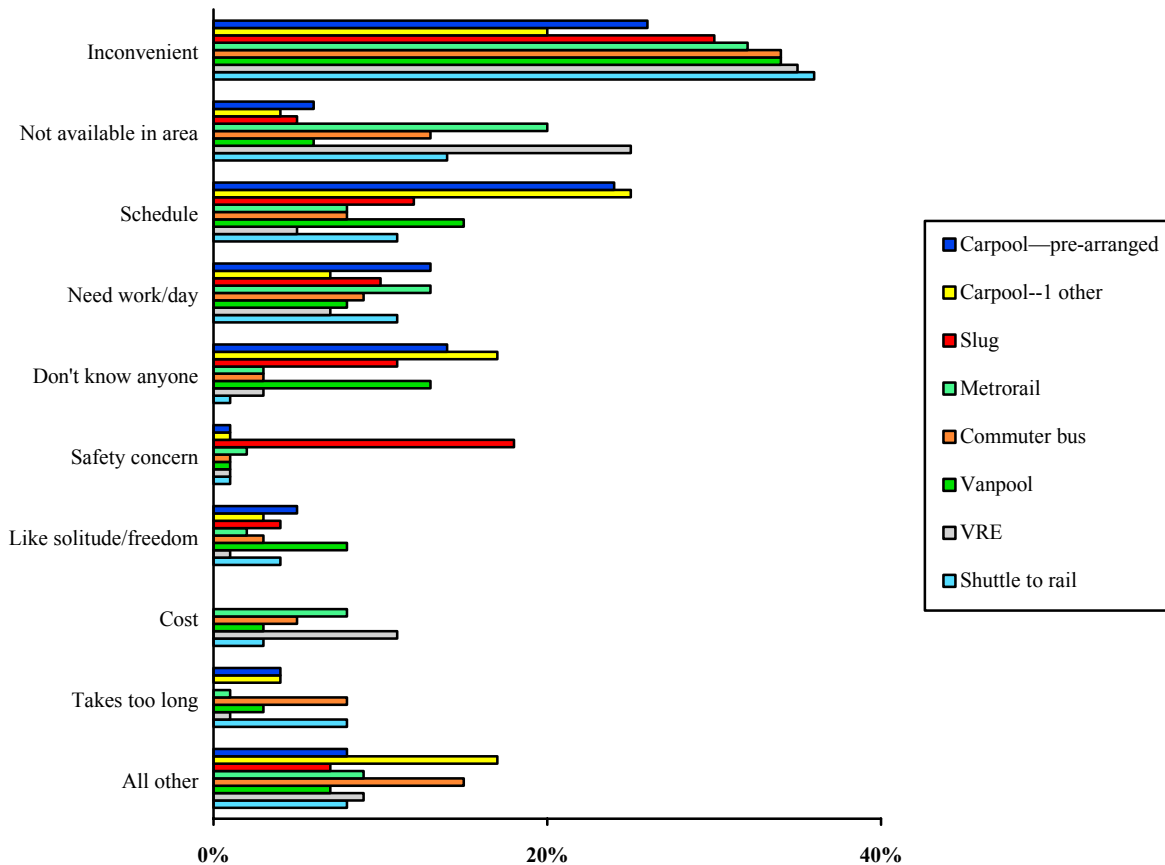


1. Fairfax area commuters are most likely to try carpooling, whether a pre-arranged formal carpool with two or more others (38%), a carpool with one other person (37%), or an informal carpool that is based on slugging (31%). At least one in five (21%-24%) say they are “very likely” to try each of these for at least part of their commute during the construction. Those who are not likely most often say it is because it is inconvenient (20%-30%), their schedule is too inflexible or hours too varied (12%-25%), or they don’t know anyone to ride with (11%-17%). Concerns about safety are also mentioned in conjunction with slugging (18%), although rarely mentioned for pre-arranged carpools with one or more others (1%). - *Tables 41-51*
 - Fairfax area commuters are more likely to try Metrorail for at least part of their commute (33% are likely vs. 16% in Spotsylvania, 18% in Prince William; still, 38% say they are “not at all likely” vs. 66% in Spotsylvania, 60% in Prince William).



- Fairfax area commuters are less likely to try VRE and vanpools. Just 9% in the Fairfax area say they are likely to try VRE (vs. 21% in Spotsylvania, 15% in Prince William; 70% say they are “not at all likely” vs. 55% in Spotsylvania, 61% in Prince William) and 12% say they are likely to try a vanpool (vs. 18%-19% elsewhere; 65% say they are “not at all likely” vs. 52% in Spotsylvania, 58% in Prince William).
- Many of those in Fairfax not interested in switching cite the inconvenience (20%-36% give this as the reason for not being willing to try the various modes) or scheduling problems from an inflexible work schedule or varied work hours (5%-25%), although scheduling is less often the problem for VRE (5%). Lack of availability in their area is a top problem for rail-based options (14%-25%) and commuter buses (13%), with cost also mentioned more often for VRE (11%) and Metrorail (8%). Safety concerns depress interest in slugging (18% mention) and not knowing anyone is cited fairly often by those not interested in carpooling (11%-17%) or vanpooling (13%). A wide variety of other reasons are given. - *Tables 49-56*
- Fairfax area commuters are more likely to say they don’t know anyone to share a ride with in a vanpool (13% vs. 4%-5% elsewhere).

Why Fairfax Not Likely to Use A Mode

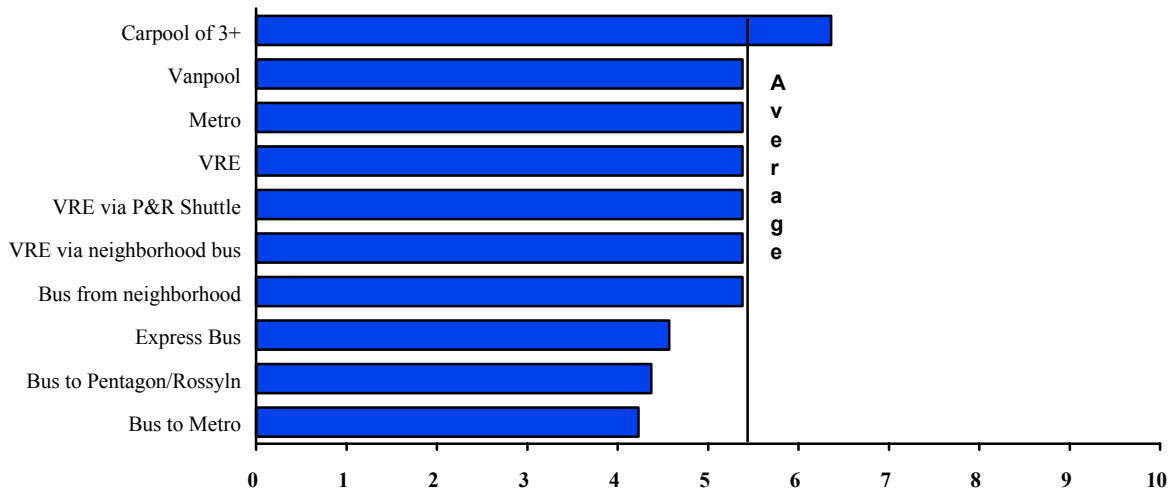


In Delay Situation

1. Carpooling is the most attractive alternative at today's fares for commuters who are now commuting by car if no change is made. The graphs below (one for each of the three areas) shows the average ratings given by those who are both willing and able to try an alternate during the construction at today's fares. The two HOV-2 options tested are not included as they represent a significant departure from currently available options. In all three regions, express bus options are among the least popular at today's fares.

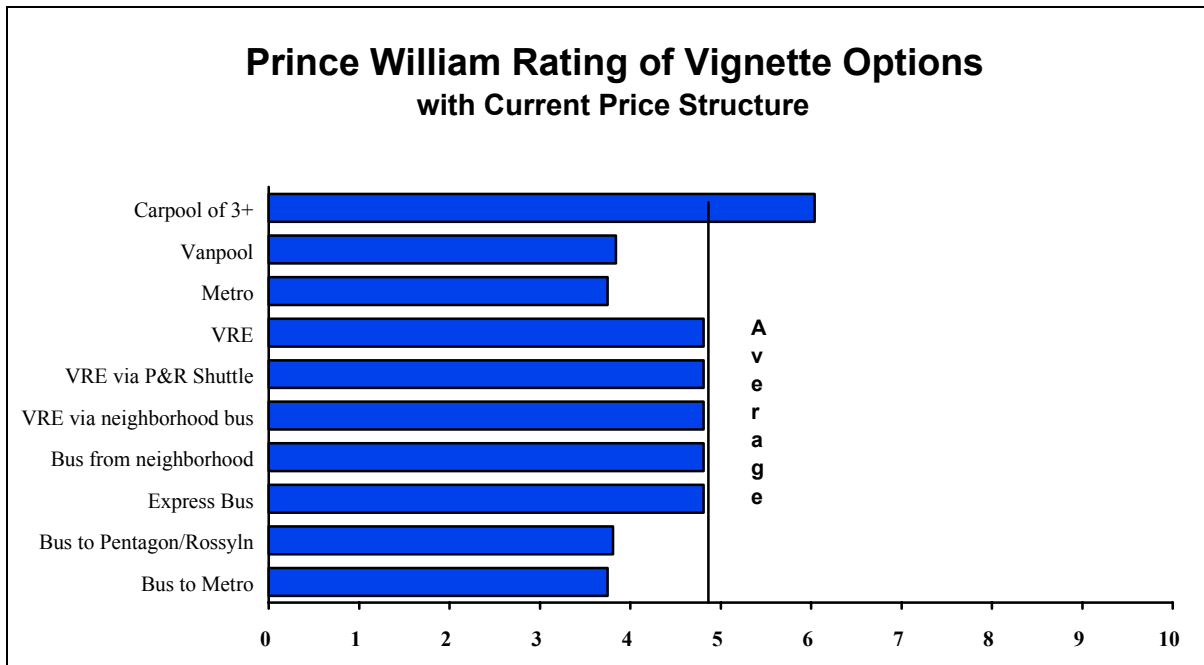
- In the Spotsylvania area, lower ratings are given to all the various bus options (4.2-4.6). The express bus from the neighborhood was the highest rated bus option, and it was rated at the 5.4 average for all the various options, well below the carpool with 2 or more others (6.4). Spotsylvania ratings, in general, tend to be higher than those of the other two areas.

Spotsylvania Rating of Vignette Options with Current Price Structure

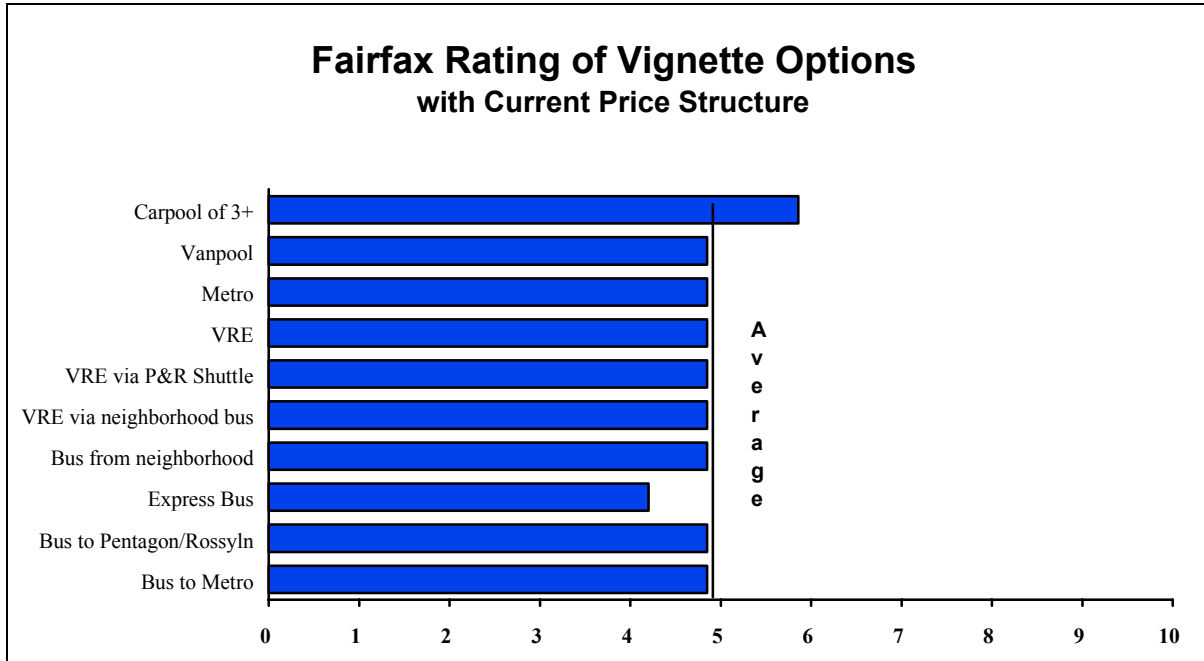


- The Prince William area gives low ratings to vanpool and Metro (3.8), along with the bus from the Park & Ride lot to the Pentagon or Rosslyn (3.8) and the bus from the Park & Ride lot to the Metro (3.6). Other bus options, however, are rated at the 4.8 average for all the various options, well below the carpool with 2 or more others (6.0).

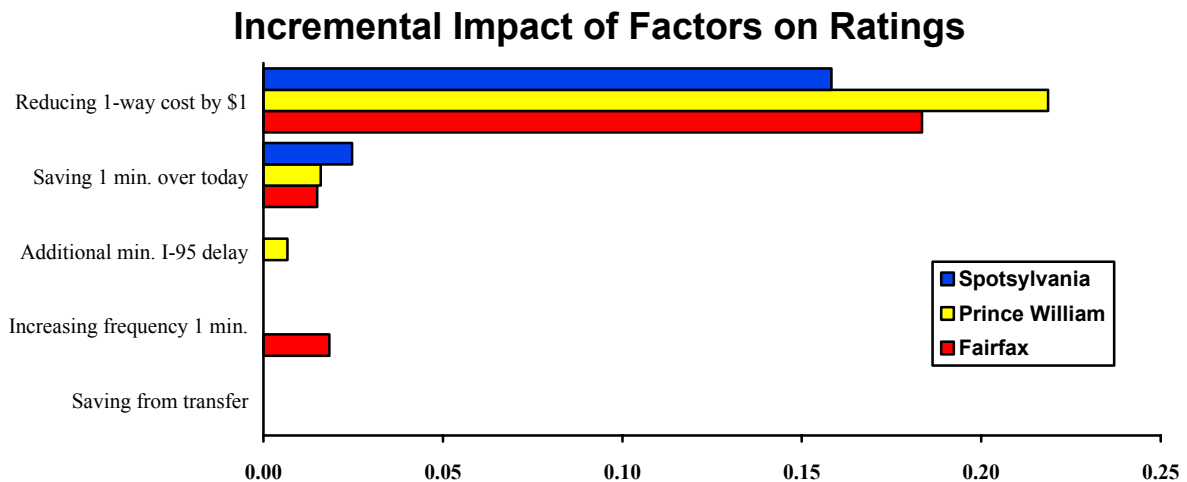
Prince William Rating of Vignette Options with Current Price Structure



- The Fairfax area tends to give comparable ratings to all the various options (4.9), although the rating is a little lower for the express bus from the Park & Ride lot (4.2) and higher for the carpool with 2 or more others (5.9).

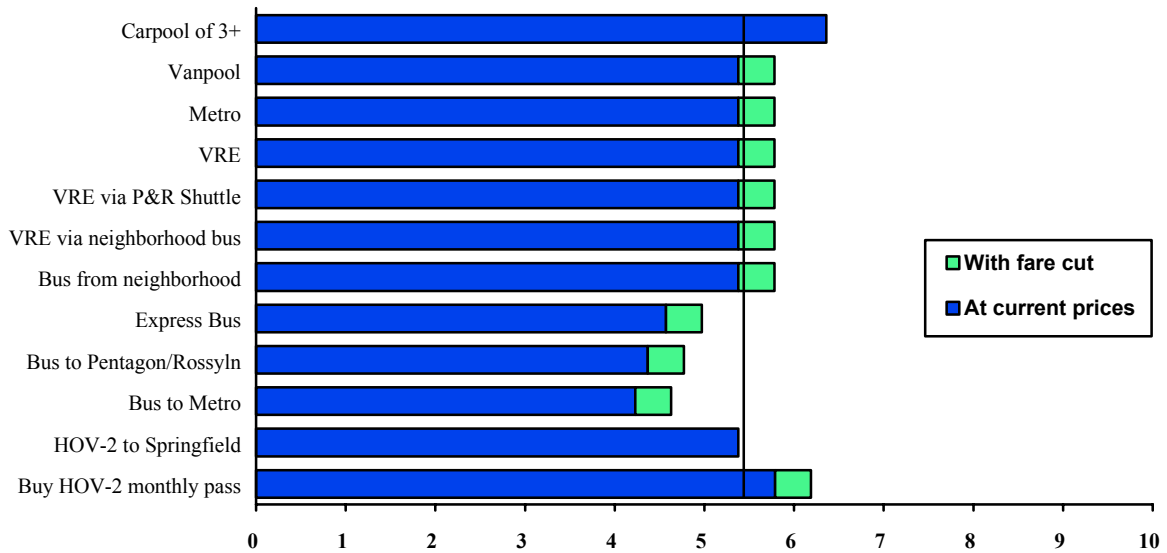


1. The most appealing changes are cutting the cost or the incremental time it adds to the commute. As the graph below show, these two factors have a significant impact on the ratings in all three areas among those who are both willing and able to try an alternate. Cost has the greatest impact, with a dollar drop in the one-way daily cost resulting in a rating increase of .16 to .22, depending on the region. Hearing that an option will take 30 minutes more than commuting in the regular lanes today has a significantly greater impact on commuters than hearing that the construction adds 30 minutes to commutes in the regular lane, with every minute reduction increasing the rating .01 to .02. Increasing the frequency with which a mode runs does not have a significant impact except in the Fairfax area where it is just as important as saving time over commuting in the regular lanes today (.02). The need for a transfer sometimes has an enormous effect on ratings and at other times does not seem to matter. This great variance results in it having no real impact on the ratings given to the various options.



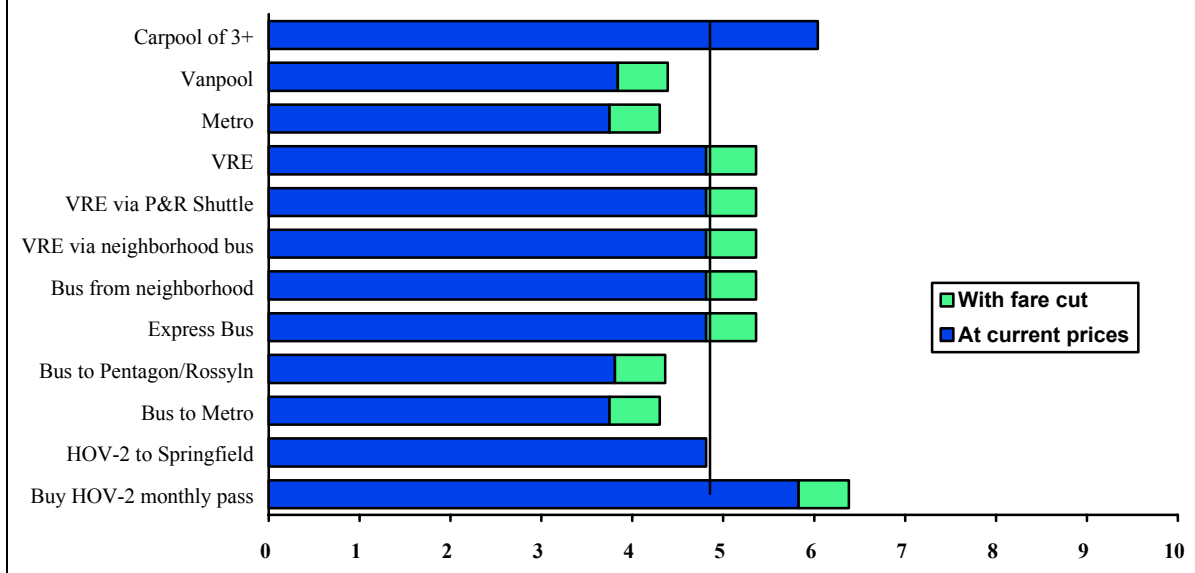
1. The monthly HOV-2 pass is attractive even at a fairly high cost As the graphs below show, even at \$5 per trip (shown as the “current” price), the HOV purchased pass option is rated higher than any option other than a carpool with 2 or more others. Including this option in a vignette added 1 to 1.6 points to the rating, depending on the region. The second most favored option—carpools with two or more others—boosts the rating by .6 to .7 points. No other option adds as much, although some of the bus options subtracted as many as .9 points from the rating (as seen by their relative ratings at the current prices).
2. Even a dramatic cut in fares will probably have little impact on increasing the attractiveness of the unattractive modes. In order to make an option attractive to an additional 15% of the commuters, the rating needs to be increased roughly 1.5 points. This cannot be done with cost alone, as dropping the daily cost by \$3.20 each way (essentially making vanpools “free”) only increases the rating by .5 in the Spotsylvania area, .7 in the Prince William area, and .6 in the Fairfax area. For illustration using a more realistic example, the graphs below show the estimated rating for each option if there were a \$2.50 reduction in its daily one-way fare (the equivalent of \$5 per day less for a round-trip than it costs today). There is no change in the carpool rating as there is no fare associated with it. Similar graphs can be done with other values using the model outlined in the Technical Appendix.
 - Even with a \$2.50 per trip fare reduction in the Spotsylvania area, most of the bus options are still rated below average (4.6-5.0), except a bus from their neighborhood (5.8). Even though the fare reduction has no impact on the carpool option (as it has no set cost associated with it), it still remains a top option. It equals the popularity of a monthly pass that allows HOV access with only two in a car, priced at \$2.50 per day each way (each rated 6.4).

Spotsylvania Rating of Vignette Options with \$2.50/Trip Fare Reduction

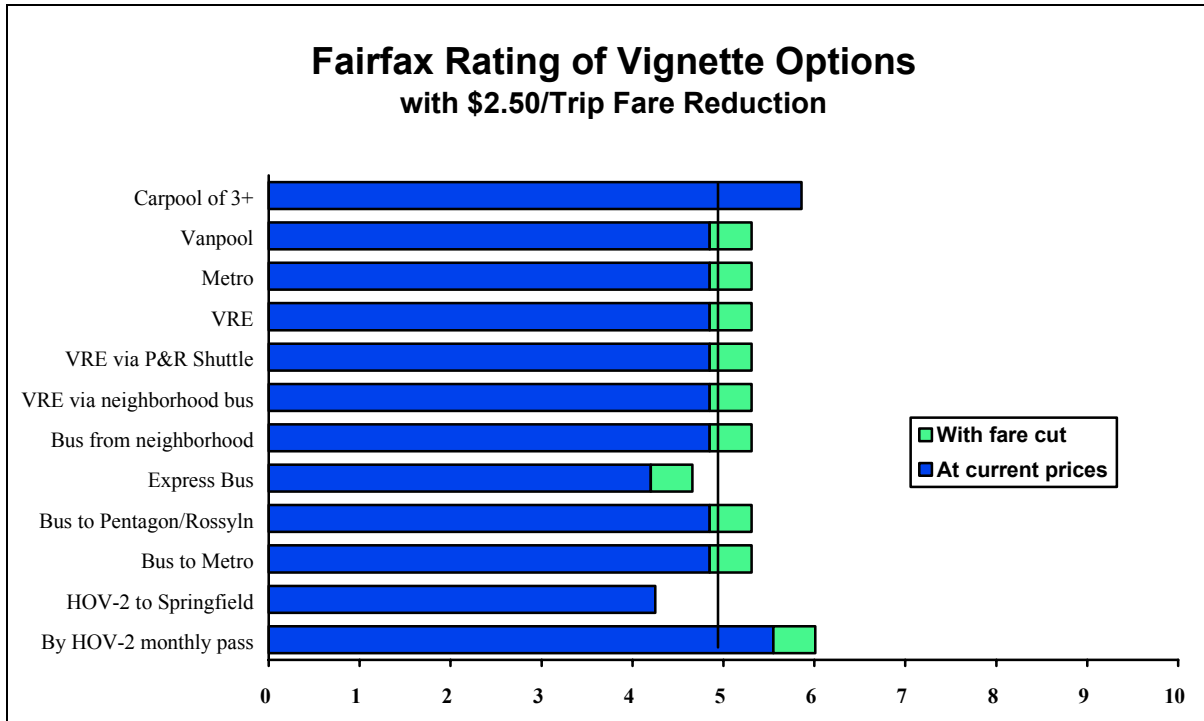


- Vanpools and Metro are not particularly attractive in the Prince William area, even with a \$2.50 per trip fare reduction (4.3-4.4). The most attractive option is the HOV-2 monthly pass at a cost of \$2.50 per trip (6.4), followed by a carpool with 2 or more others (6.0).

Prince William Rating of Vignette Options with \$2.50/Trip Fare Reduction

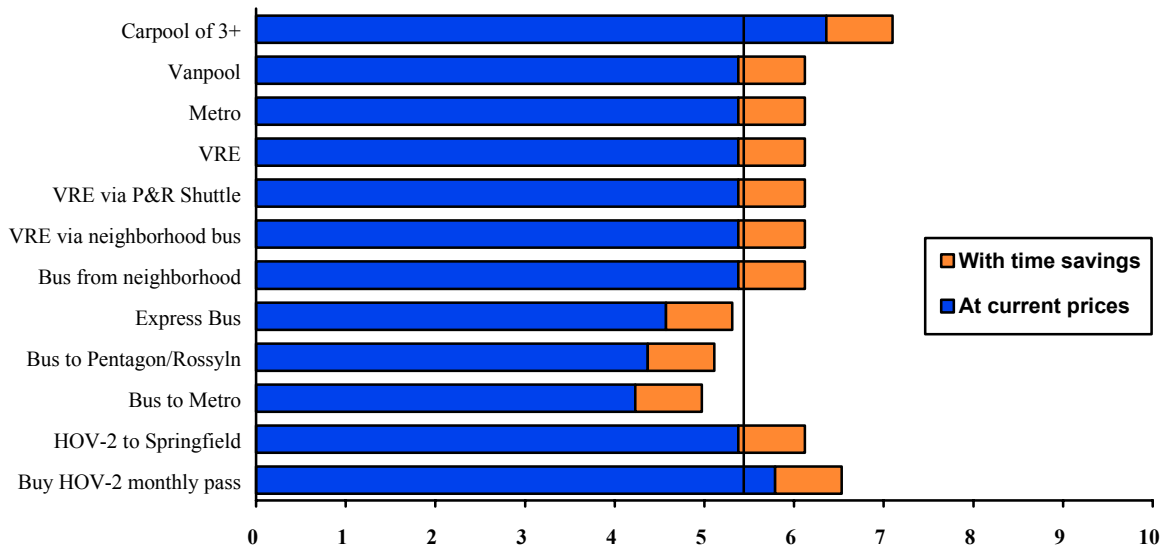


- With a fare reduction of \$2.50 per trip, many options become more attractive in the Fairfax area, although none as much as a monthly pass that allows HOV access to cars with only 2 people for the equivalent of \$2.50 per trip (6.0) or the carpool with 2 or more others (5.9).



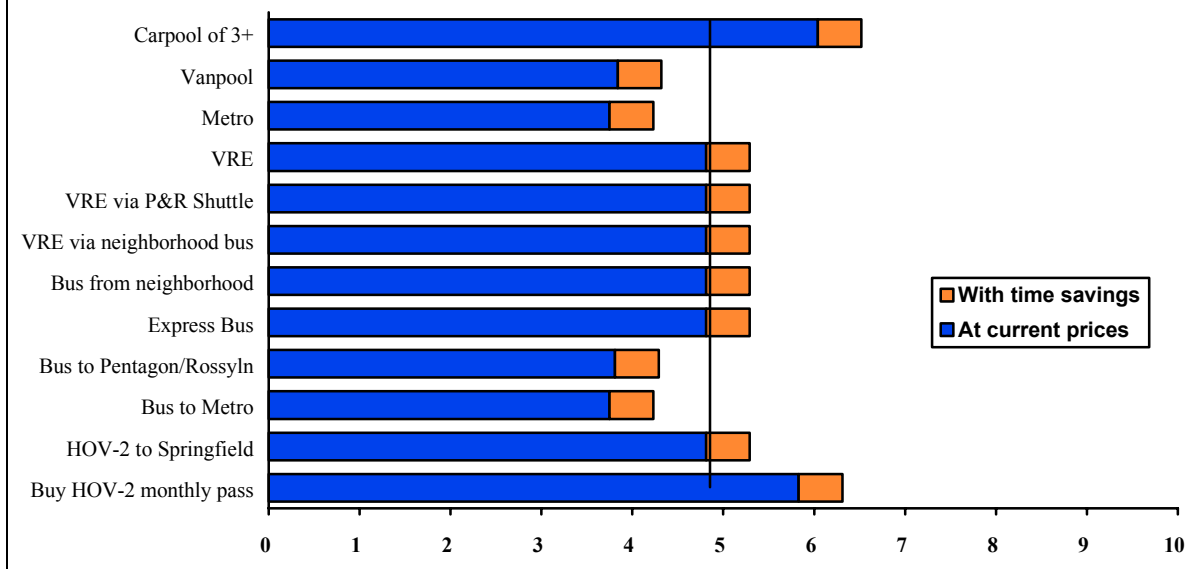
1. Saving 30 minutes over commuting in the regular lanes today makes the options more attractive. Even without changing anything else (the current prices, the frequency, or whether or not a transfer is required) it makes all the options more attractive, particularly in the Spotsylvania area. This is probably a good indicator of how attractive the options will look once the construction begins and delays become a reality. Should the delay turn out to be 60 minutes instead of 30, the portion of the bar due to time savings would essentially double in length.
- Bus options are still generally rated low in the Spotsylvania area, even if they save 30 minutes each way (5.0-5.3, although it is 6.1 for bus from neighborhood). The top options are a carpool (7.1) and a monthly pass that allows HOV access with only two in a car at a cost of \$5 per day each way (6.7).

Spotsylvania Rating of Vignette Options with 30-Minute Reduction in Regular Lane Commute

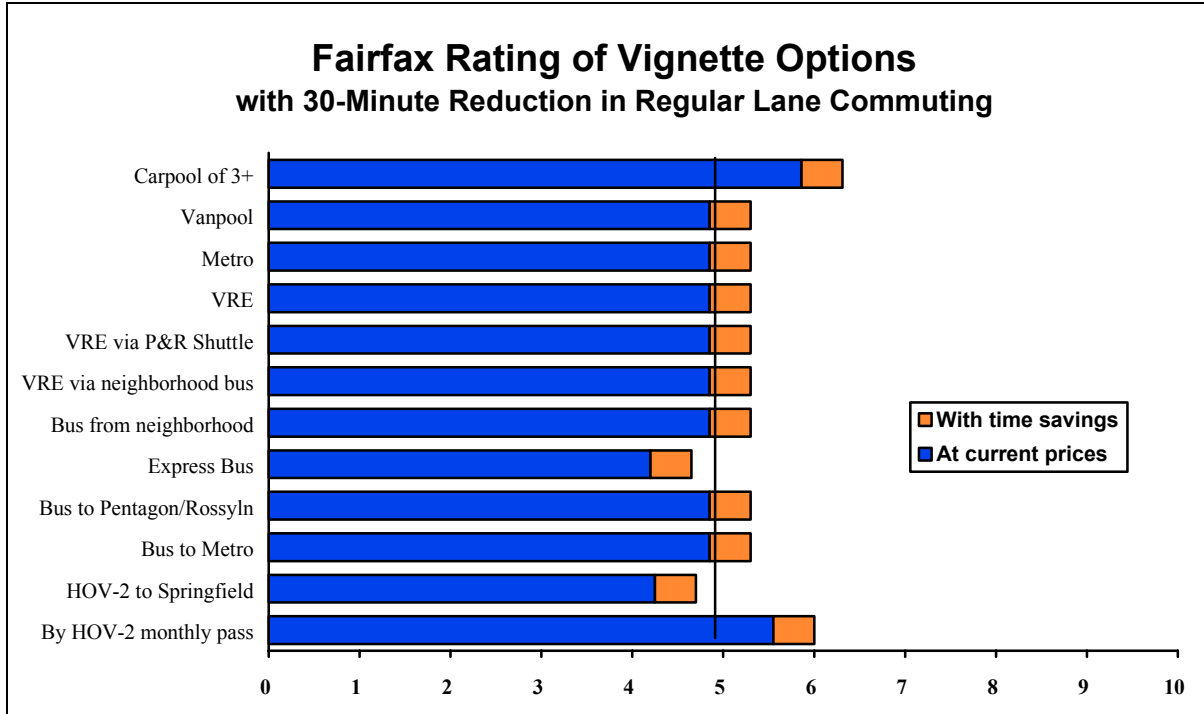


- Vanpools and Metro are not particularly attractive in the Prince William area, even if they save 30 minutes each way (4.2-4.3). The most attractive options are the HOV-2 monthly pass at a cost of \$5.00 per trip (6.3) and carpool with 2 or more others (6.5).

Prince William Rating of Vignette Options with 30-Minute Reduction in Regular Lane Commuting

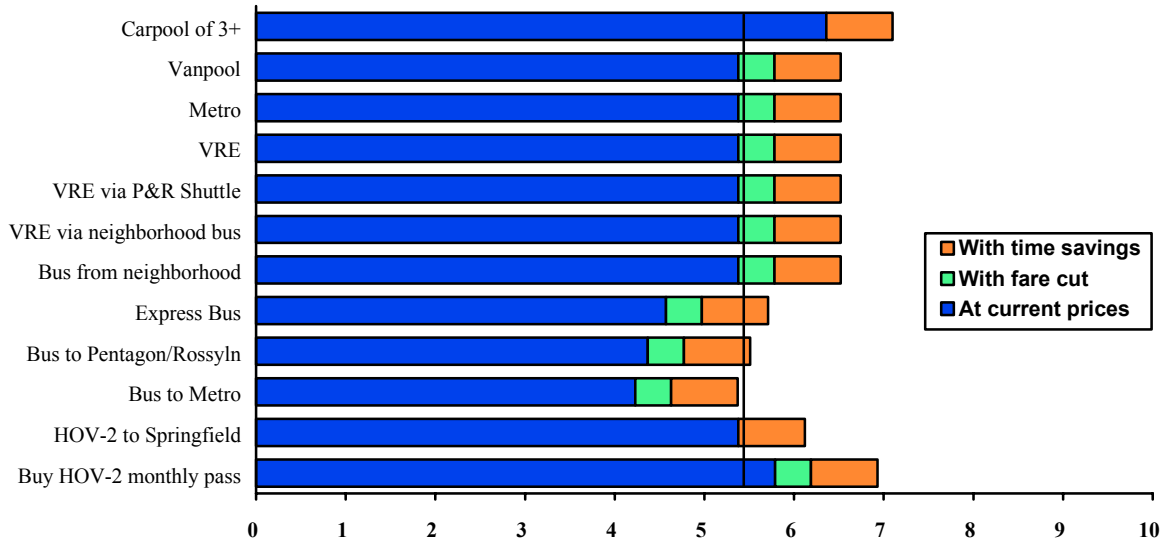


- The HOV-2 option to Springfield is not particularly attractive in the Fairfax area, even if it saved them 30 minutes over commuting in the regular lanes (4.7). The most popular remain a monthly pass that allows HOV access to cars with only 2 people for the equivalent of \$5 per trip (6.0) or the carpool with 2 or more others (6.3).

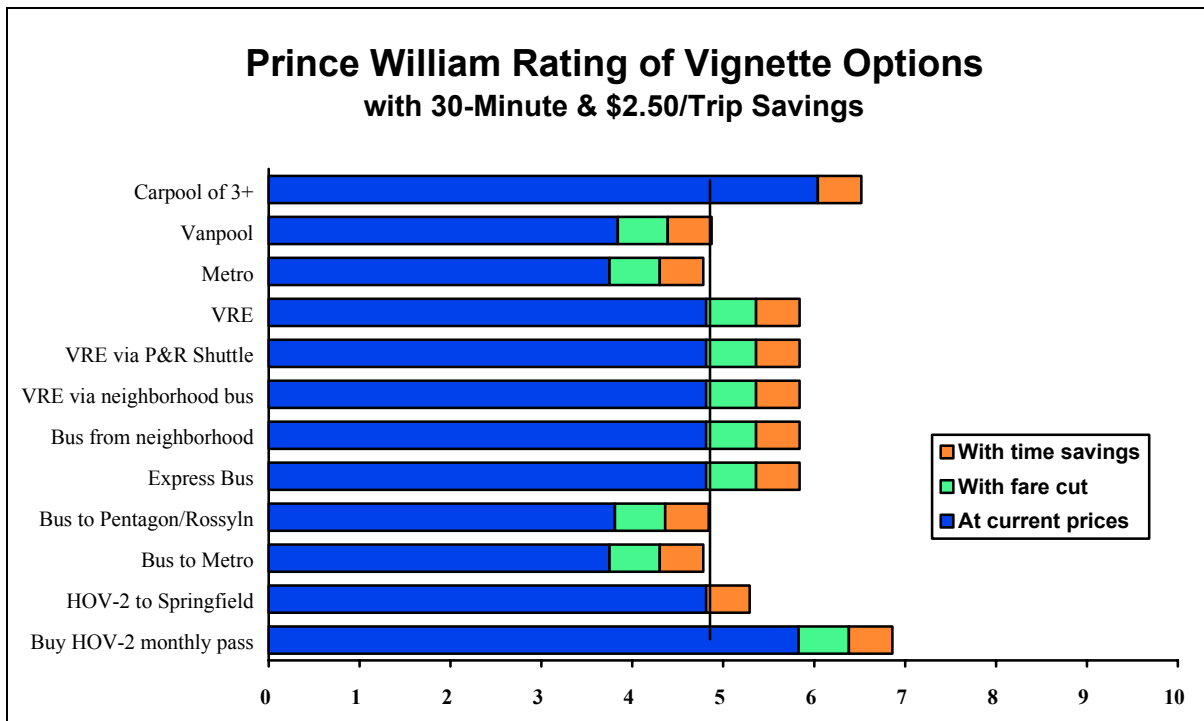


1. Both reducing fares dramatically and saving 30 minutes over commuting in the regular lanes today is still not enough to make all the options as attractive as carpooling is today, even among those who are willing and able to try an alternate mode. The graphs below show the impact of combining the two changes above (reducing fares by \$2.50 per trip and saving 30 minutes over commuting in the regular lanes today). Even with these changes, commuters are no more likely to try some of these options than they are to carpool with two or more others.

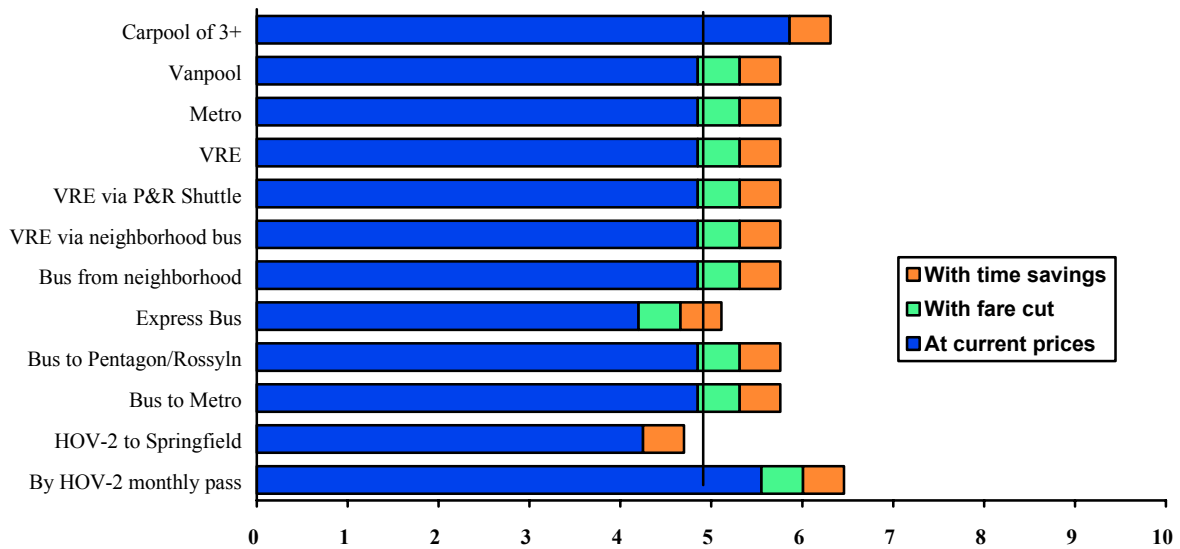
Spotsylvania Rating of Vignette Options with 30-Minute & \$2.50/Trip Savings



Prince William Rating of Vignette Options with 30-Minute & \$2.50/Trip Savings

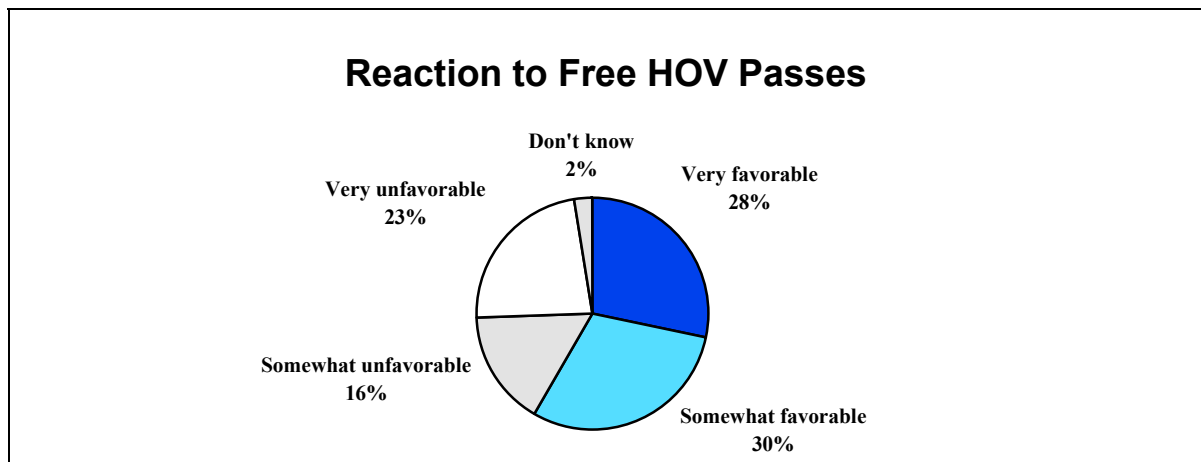


Fairfax Rating of Vignette Options with 30-Minute & \$2.50/Trip Savings



HOV-2 Option

1. More than half react favorably to free HOV passes that would allow cars with two people in them to use the HOV-3 lanes during rush hour (58%). Still, strong reaction is negative almost as often as it is positive (23% very unfavorable, 28% very favorable). - Table 58

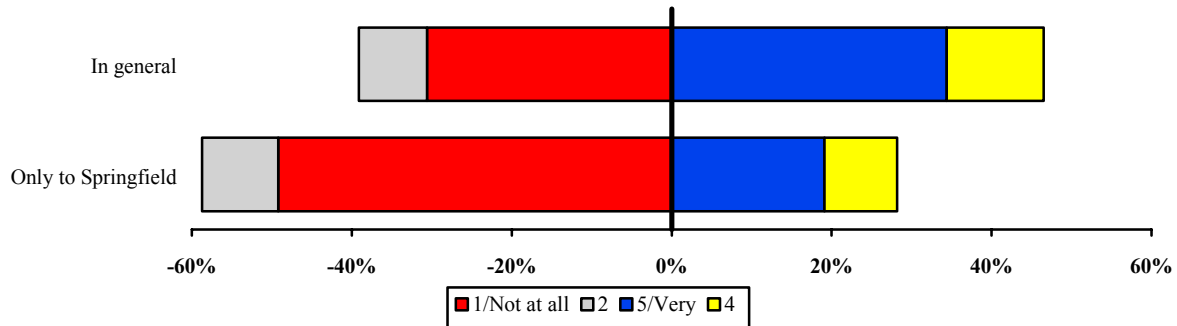


- It is particularly appealing to 495 commuters heading towards Tysons Corner (68% favor, with an above-average 33% very favorable and a below-average 17% very unfavorable).

- Two-thirds of the SOV and HOV-2 commuters react favorably to the free HOV-2 pass (63% of SOV, 66% of HOV-2).
 - A third of the current HOV users are “very unfavorable” (31%, above the 23% average for all), although even more react favorably (49% vs. 58% average).
 - Opposition is strongest among those who slug (41% are “very unfavorable” vs. 19%-22% who commute with no more than 2 in the car and 32% who are in a pre-arranged carpool). Just 36% of those who slug react favorably compared to 47% in pre-arranged carpools.
 - A third of those who do not feel they could use an alternate react very unfavorably to the free HOV-2 pass (31% vs. 19%-22% when could use an alternate at least 1 day a week). Still, 54% of them favor this option (rising to 62% who could use an alternate 3 or more days a week).
 - A third of the commuters who are willing and able to try an alternate react unfavorably (38%, about the same as the 36% who are able to switch but not willing). Just 30% of them react “very favorably” to this idea, not appreciably more than the 24%-25% among those not able to switch.
 - Those working in the private sector favor it more than those working for government (31% vs. 24% are “very favorable” while 21% vs. 27% are “very unfavorable”). A total of 44% (vs. 36%) of the government employees have an unfavorable reaction.
 - Commuters under 35 react most favorably, with 67% favoring it (vs. 50%-56% of those who are older) and just 14% “very unfavorable” (vs. 26%-30%).
 - Women react more favorably than do men (63% favor vs. 54%; just 19% of women vs. 27% of men react “very unfavorably”).
 - A quarter of the households with income of at least \$75,000 are “very unfavorable” (26%-27% vs. 19% when income is lower). Just 45% of the households with income of \$125,000 or more favor this idea (vs. 64% when it is under \$75,000), including just 21% (vs. 31%) who are “very favorable”.
1. Less than half are likely to obtain and use the free HOV-2 pass (47%), and only 34% say they are “very likely” to do so. Almost as many (31%) are “not at all likely” to obtain a free monthly pass and actually use the HOV lanes driving or riding with one other person during rush hours. Just 1% are unsure, although another 13% took the middle ground. - *Table 59*



Likelihood of Obtaining & Using HOV-2 Pass



- Half of the HOV-2 commuters say they are “very likely” to obtain and use the free HOV-2 pass (55%; just 15% are “not at all likely”). Carpoolers also express strong interest (36%-40% are “very likely”), especially compared to SOV drivers (31%).
- Half of those currently using the HOV lanes say they are likely to obtain and use this pass (49%, about the same as the 47% average for all), including 39% who say they are “very likely.” Most of them are currently using the HOV lanes at restricted times (at least 72% of them).
- Only a quarter of the 495 commuters heading towards Tysons Corner are “very likely” to use this pass (29%, below the 34% average for all).
- A third of the Fairfax area commuters say they are “not at all likely” to obtain and use a free HOV-2 pass (38% vs. 25% in Prince William area and 29% in Spotsylvania area).
- Half of those who do not feel they could use an alternate say they are “not at all likely” to use such a pass (48% vs. 19% when could use an alternate 3 or more days a week and 28% when could use an alternate 1-2 days). At the other extreme, half of those who feel they could use an alternate 3 or more days a week are likely to obtain and use a free HOV-2 pass (58% rate their likelihood 4 or 5 out of a maximum of 5; this compares to 31% who could not use an alternate and 47% who could use an alternate 1-2 days a week).
- Almost a quarter of the commuters who are willing and able to try an alternate say they are “not at all likely” to use such a pass (20% vs. 34% of those who are willing but not able to switch, 37% of those who are able but not willing to switch, and 58% of those who are neither willing nor able to use an alternate). Still, an above-average 59% say they are likely (the average is 47% for all commuters), including 43% (vs. 34%) who say they are “very likely.”

- The older the commuter, the greater the proportion who are “not at all likely” to use such a pass, rising from 18% when under 35 to 33%-38% when aged 35-54 and 47% when aged 55 or older. Just 36%-39% of the commuters over the age of 44 indicate they are likely to obtain and use such a pass (vs. 56% of those under 35 and 45% of those aged 35-44).
 - A third of the commuters in households with income of \$125,000 or more are likely to use such a pass (36%), well below the 51% when income is under \$75,000. Even more of them say they are “not at all likely” to obtain and use this pass (41% vs. 27% when income is under \$75,000).
 - Women are more interested in using this pass (52% indicate they are likely vs. 42%, including 39% vs. 30% who are “very likely”). A third of the men say they are “not at all likely” to use it (35% vs. 25% of women).
1. Only a quarter of the commuters are likely to use the HOV pass if the HOV-3 requirement remained in effect north of Springfield (28%), including 19% who are “very likely” to do so. Among only those who had indicated some likelihood of using the pass, 26% say they are “not at all likely” to do so if HOV-2 vehicles must exit the HOV lanes at Springfield. Alike number of this group say they are “very likely” (28%). - *Table 60*
- More of the Prince William commuters are likely to obtain and use a free HOV-2 pass even if they have to exit at Springfield (32% vs. 24% in Fairfax area, 28% in Spotsylvania area).
 - A third of the HOV-2 commuters are likely to obtain and use the restricted HOV-2 pass (36%, or 42% of those who expressed any interest in such a pass). Commuters in pre-arranged carpoolers with 2 or more others also are more likely (37%, or 52% of those who expressed any interest in such a pass), especially compared to SOV drivers (26%, 39% of those who expressed any interest) and those slugging (26%, 40% of those who expressed any interest).
 - Those who feel they could use an alternate are twice as likely to use a pass that allowed HOV-2 access to the HOV lanes as far north as Springfield (30%-38% vs. 15% when could not use an alternate; among only those who express any interest in using an unrestricted pass it is 43%-47% vs. 28%).
 - A third of all commuters who are both willing and able to use an alternate are likely to use a pass that allowed HOV-2 access to the HOV lanes as far north as Springfield (39%) and a quarter of those who are willing but unable to switch (22%). Still, many of those who are willing to switch modes and who expressed any interest in this pass, become “not at all likely” to use it once they hear about the restriction north of Springfield (22% of those able to switch, 33% of those willing but not able).

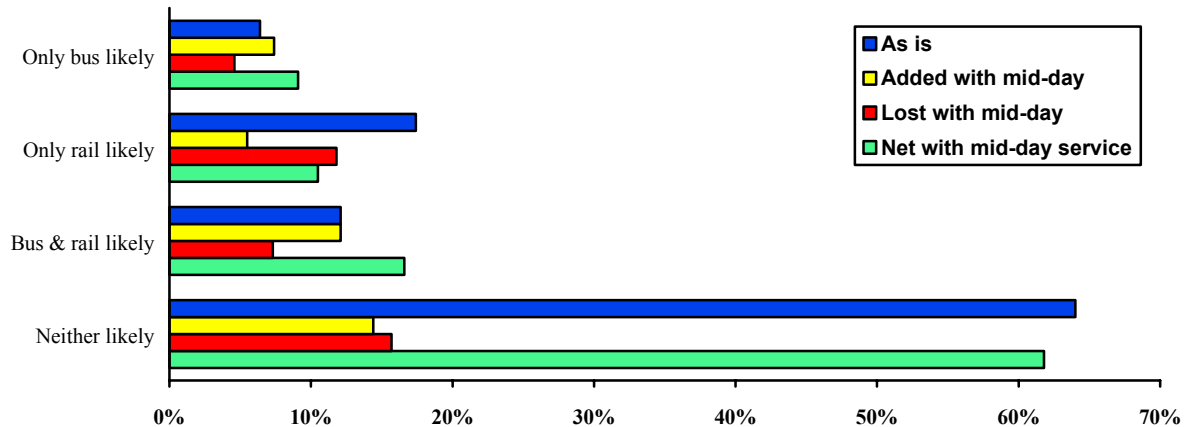
- A third of the HOV users who express any interest in the pass are still “very likely” to use it if it is HOV-3 north of Springfield (33%, above the 28% average for all commuters).
- Even with the restrictions, almost a third of the women are interested in using this pass (31% of all female commuters rate their likelihood as 4 or 5 vs. 26% of men; including 22% vs. 17% who say they are “very likely”).
- A quarter of the commuters under 35 say they are “very likely” to obtain and use the restricted pass (24% vs. 15%-19% of commuters who are older). Just 21% of those under 35 who expressed any interest in using one say they are “not at all likely” to use one if the HOV-2 access ends at Springfield (vs. 37% of those aged 55 and over).
- Interest is lower among higher-income households, with just 18% of those whose income totals \$125,000 or more rating their likelihood of using such a pass as 4 or 5 (vs. 27%-32% when income is lower). A third of those who expressed any interest in using such a pass become “not at all likely” once they hear about HOV-2 access ending at Springfield (36% vs. 23% when income is under \$75,000, 30% when it is between).

Other Enhancements

1. Two-thirds are not likely to commute by bus or rail even if mid-day service were available between 10 a.m. and 3 p.m. (62%, with another 2% unsure). The rest are likely to commute by rail (11%), bus (9%), or equally likely to use both (17%). Taking out those who are already likely to use VRE, Metrorail, or a commuter bus, even without mid-day service, results in an incremental gain of 16% of all commuters by offering this service (25% of those who were not likely to use any of these modes without the mid-day service). Again, the preference is fairly evenly split between bus and rail, with many saying it would make them more likely to use both of these modes. Still, as the graph below shows, while some commuters who were not interested in a mode become more interested after hearing about the mid-day service, some become less interested. This is often because they are moving from preferring only rail to preferring only a bus or to preferring both, but sometimes it is because they say such mid-day service would not make them prefer either mode even though they later say they are likely to try either a commuter bus, Metrorail, or VRE. - *Tables 37 & 45-47*



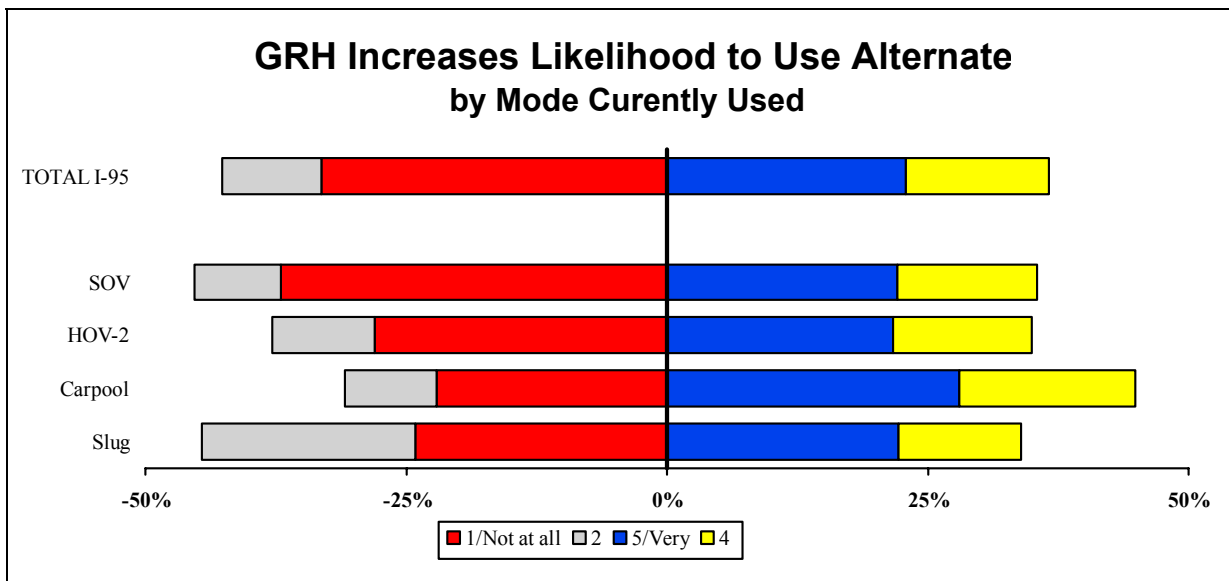
Incremental Impact of Mid-Day Bus/Rail Service



- Mid-day service has the least impact in the Spotsylvania area where 68% would not be likely to use either mode (vs. 61%-62% in the other areas). Just 6% of the Spotsylvania area commuters say they are more likely to commute by express bus if it had mid-day service (vs. 9%-10% elsewhere), or 20% including all those who say they are equally likely to use both bus or rail (vs. 26%-27%).
- This appeals to half of those who are currently slugging (51%), with 22% more likely to use an express bus, 9% rail, and 19% both of these. Only 40% of those who slug who are more likely to use a bus with mid-day service say they are likely to use a commuter bus when mid-day service was not mentioned.
- Mid-day service appeals to women more than men, with just 59% of the women indicating it would not make them more likely to commute by either bus or rail (vs. 64% of men).
- The more days they feel they could use an alternate mode, the more likely they are to find this appealing, rising from 20% of those who feel they cannot use an alternate at all to 38% of those who could use an alternate 1 or 2 days per week and 48% of those who could use one 3 or more days during the average week.
- A third of the commuters who are willing and able to switch modes indicate they are likely to commute by rail if it had mid-day service (36%, including the 22% who are interested in either rail or bus with such service). One in five such commuters who had not been likely to use bus or rail say they are more likely to use rail—or both rail and bus—with mid-day service (20%). It boosts the numbers a comparable amount among those who are willing to try another mode, but not bus or rail, but do not feel they are able to.

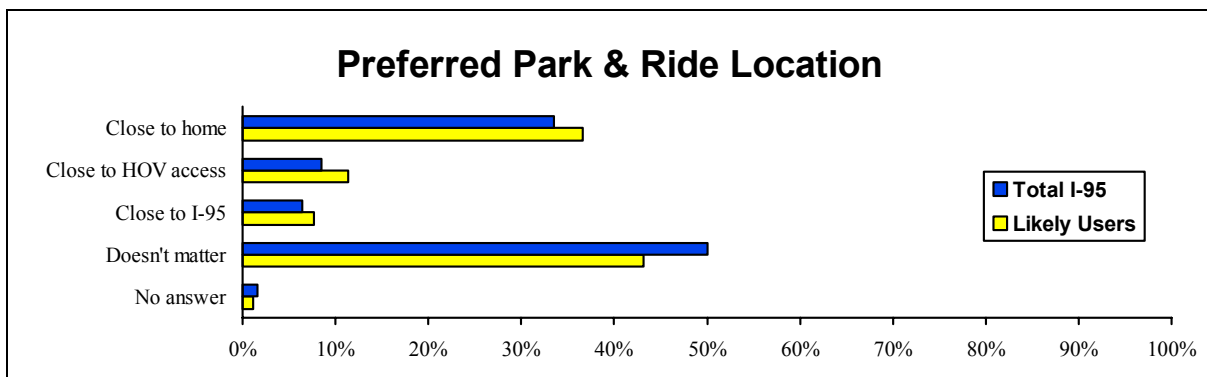


- Only a third of those who cross the Woodrow Wilson Bridge are likely to use bus or rail if mid-day service were available (33%), comparable to the 32% of those who commute on 495 towards Tysons. It has more appeal to HOV lane users (39%) and those who travel on 395 inside the Beltway (39%).
 - Mid-day bus service is particularly appealing to commuters aged 45-54, with 13% saying they are more likely to take the bus (vs. 6%-10% of other age groups), rising to 30% (above the 26% average) including those who say they are more likely to ride either the bus or rail with mid-day service.
1. A quarter say they are “very likely” to use an alternative transportation mode because of the Guaranteed Ride Home Program (23%), and a total of 37% indicate it will increase their likelihood of using an alternative. Still, 33% say that despite this program they are “not at all likely” to use an alternative. - Table 39



- Some of those who are not willing to try an alternate mode say the Guaranteed Ride Home program will make a difference (5% of those neither willing not able and 28% of those able but not willing rate their likelihood of it increasing their use of an alternate mode as 4 or 5 out of a possible 5; this compares to 52% of those who are already willing and able to switch and 23% who are willing but not able).
- A third of the SOV drivers say they are “not at all likely” to use an alternate mode because of the Guaranteed Ride Home program (37% vs. 22%-24% of those who carpool with 2 or more others, 28% of those who are HOV-2).
- It is particularly appealing to those who could use an alternate 3 or more days a week (58% vs. 34% who could use an alternate 1-2 days and 13% who could not use an alternate at all).

- The Guaranteed Ride Home program has less impact in the Fairfax area where 45% indicate it has little impact on increasing their likelihood of using an alternative transportation mode (it is 39%-41% elsewhere).
 - More than a third of those who cross the Woodrow Wilson Bridge say this program is “not at all likely” to increase their use of an alternative transportation mode (42%), comparable to the 38%-40% of those who commute on 495 in either direction. By comparison, just 29% who are currently using the HOV lanes and 33% who travel on 395 inside the Beltway say that the Guaranteed Ride Home Program is “not at all likely” to increase their use of an alternative mode.
 - A quarter of the women say they are “very likely” to use an alternate mode because of the Guaranteed Ride Home program (28% vs. 19% of men), although just as many say they are “not at all likely” (30% vs. 36% of men).
 - Half the oldest commuters are “not at all likely” to use an alternate mode because of the Guaranteed Ride Home program (51% of those aged 55 or older vs. 27%-36% of those who are younger).
 - The impact of the Guaranteed Ride Home program declines as income increases, with 26% of the commuters with household income under \$75,000 saying this program makes them “very likely” to use an alternate, dropping to 15% when income totals \$125,000 or more.
 - A third of the private industry employees say they are “not at all likely” to use an alternate mode because of the Guaranteed Ride Home program (35% vs. 30% of those who work for government).
1. They prefer that Park and Ride lots be located close to home (34%) rather than close to HOV access (9%) or I-95 (6%). Most (50%) say it doesn’t matter, even when they are likely to use a mode that originates at such a lot (43% who say they are likely to carpool with 2 or more others, vanpool, ride the bus, or ride a shuttle to rail still say it does not matter to them where the Park and Ride lot is located). - Table 38



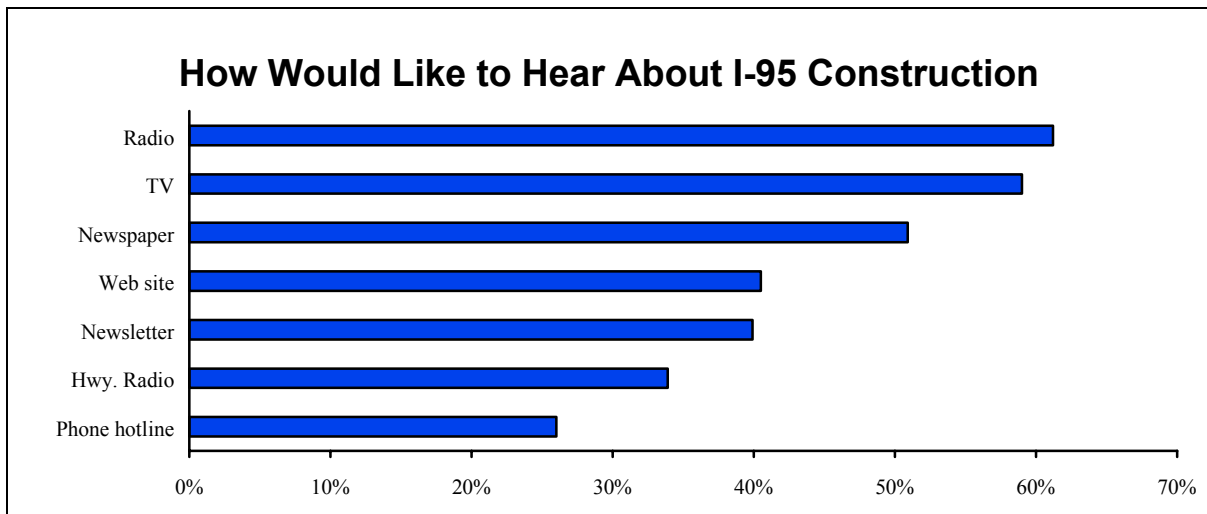
- Almost half of those willing and able to try another mode say the location does not matter (45% vs. 67% among those who are unwilling and unable to switch). As with other commuters, they most often prefer that the Park and Ride lot be close to home (35%).
- Those who are carpooling with 2 or more others often want the lot to be close to HOV access, whether their carpool is pre-arranged (13%) or informal (19%; only 6%-8% of those commuting with fewer people prefer this location). Still, their top preference is close to home (33%-35%, comparable to the 32%-33% among SOV and HOV-2 commuters), although many say it doesn't matter (42%-43% vs. 52%).
- Just one in ten HOV users want the Park and Ride lot located close to HOV access (12%). While this is above the average for all I-95 commuters (9%), it is still less popular than close to home (33%) and "it does not matter" (46%).
- Preference for proximity to HOV access declines with age, dropping from 11% among commuters under 35 years of age to 5% of those aged 55 or older, while being unsure whether there is a preference increases (from 1% to 3%).
- Few users of the Woodrow Wilson Bridge want the Park and Ride lot located close to HOV access (4%, below the 9% average for all).
- The more days they feel they could use an alternate mode, the more likely they are to prefer the lot be close to home, rising from 29% of those who feel they cannot use an alternate at all and 31% of those who could use an alternate 1 or 2 days per week to 39% of those who could use one 3 or more days during the average week. The proportion who say it does not matter drops accordingly (from 58% to 49% to 44%).
- Fairfax commuters are even more likely to want the Park and Ride lot to be close to home (39% vs. 29% in the Prince William area, 33% in Spotsylvania area) and less likely to want it close to I-95 (5% vs. 15% in Spotsylvania, 7% in Prince William). Prince William commuters are more likely than those in the other two areas to say that the location does not matter (53% vs. 47%).
- Women are more likely than men to prefer that the lot be close to home (40% vs. 28%) and not close to I-95 (5% vs. 8%), possibly because fewer say it does not matter to them (46% vs. 54%).
- Government workers are more likely than those in the private sector to prefer the lot be close to home (38% vs. 31%); fewer say it does not matter to them (47% vs. 53%).



- Those who drive on 495 towards Tysons Corner are more likely to say the location does not matter (59%, above the 50% average) and less likely to want it close to home (28% vs. 34% when take 495 towards Alexandria, 32% when the commute includes 395 inside the Beltway).

Communication Preferences

- More than half the commuters would like to hear about the I-95 construction on the radio and TV (61% and 59%, respectively). Almost as many would like to see VDOT put updates in the newspaper (52%). Just over a third are interested in learning about construction through a Web site (41%), newsletter (40%), or highway advisory radio station (34%). The pre-recorded telephone hotline is the least popular method (26%). Just 2% of the commuters are unable to give a preference. - Table 57



- Those who do not feel they could use an alternate more than 2 days a week are more likely to not select any of these media (2%-3% vs. less than 1% when could use an alternate 3 or more days a week). Still, it is those who could not use an alternate who are more likely to prefer a highway advisory radio station (39% vs. 32%) and a pre-recorded phone hotline (29% vs. 24% who could use an alternate 3 or more days, 27% who say 1-2 days a week), although they are less likely to want information on the web site (36% vs. 41%-46%).
- Interest is weaker in Fairfax for all of these options, including TV—which is most popular in Fairfax (54% vs. 64% in Prince William, 57% in Spotsylvania), radio—which unlike other markets is second not first in preference (51% vs. 74% in Spotsylvania, 68% in Prince William), newspaper (45% vs. 55% elsewhere), web site (37% vs. 42%-44% elsewhere), newsletter (35% vs. 44% in Prince William, 40% in Spotsylvania), highway advisory station (22% vs. 46% in Spotsylvania, 42% in Prince William), and pre-recorded hotline (19% vs. 34% in Spotsylvania, 31% in Prince William).



Still, Fairfax commuters are no less likely than those in other markets to choose at least one medium (all but 1% did vs. 1%-2% elsewhere).

- Interest is stronger among HOV users for every medium except TV (62% prefer this, about the same as the 59% overall). Their most preferred medium is radio (69% vs. 61% average for all I-95 commuters), followed by newspaper (57% vs. 51%), web site (51% vs. 41%), newsletter (45% vs. 40%), highway advisory station (41% vs. 34%), and pre-recorded hotline (34% vs. 26%).
- Woodrow Wilson Bridge users more often prefer some sort of radio report, either a regular radio station (70%, above the 61% average for all) or a highway advisory radio station (45%, above the 34% average for all). They also have above-average preference for a newsletter (49% vs. 40%). Their other media preferences are comparable to those of other commuters.
- Commuters on 495 have above-average interest in hearing about the construction through radio (66%-70% vs. 61% average for all), TV (64%-65% vs. 59%), newsletter (44%-45% vs. 40%), and highway advisory station (39%-41% vs. 34%). Newspaper follows the same pattern (54%-55% vs. 51%), but the differences there are not statistically significant.
- Commuters from households with income of at least \$125,000 are less likely to want to hear about the construction through radio (51% vs. 62%-63% of those with lower income), although this is still in their top three (along with TV at 56% and newspaper at 50%). They are also less likely to prefer a newsletter (30% vs. 40%-43% of those with higher income) or pre-recorded hotline (17% vs. 26%-30%).
- Women are more likely than men to prefer television (62% vs. 57%), a newsletter (44% vs. 36%), or a pre-recorded phone hotline (30% vs. 23%), making television the most preferred medium for women (radio is second at 60%). They are less likely than men to want to get construction information from a web site (36% vs. 44%).
- Newspaper is particularly popular with those in a pre-arranged carpool with 2 or more others (61% vs. 49%-52% using other methods).
- Compared to those in the private sector, more government employees prefer print, whether a newspaper (53% vs. 49%) or a newsletter (44% vs. 37%).
- Almost half the commuters who are willing and able to use an alternate want to read about construction on a web site (45%, above the 41% average), fourth in popularity behind radio (60%), TV (59%), and newspaper (53%).



- Those who drive alone are less likely to want to get this information from a web site (37%), particularly compared to carpoolers (48%-52%; it is 44% among HOV-2 commuters).
 - Interest in the web site peaks in the \$75,000-\$124,999 income households (48% vs. 36% when have less income and 40% when have more).
 - HOV-2 commuters are less likely to want to get this information from a highway advisory radio station (26% vs. 38% in a larger pre-arranged carpool, 35% of SOV drivers).
1. More than half are interested in serving on an advisory commuter panel in the future (58%). The telephone number of the households expressing an interest are available upon request. - Table 68
- HOV lane users are particularly interested in participating in the advisory panel (68%, above the 58% average for all).
 - Two-thirds of those who carpool are interested in participating in the advisory panel (67%-70% vs. 54% of SOV drivers).
 - The more days they could use an alternate, the more likely the commuter is to be interested in serving on the advisory panel, rising from 54% of those who cannot use an alternate to 59% who could 1-2 days and 63% who could use an alternate 3 or more days a week.
 - Those who are willing to try another mode are more likely to want to serve on the advisory panel (62%-63% vs. 48% of those who are unwilling and unable, 54% of those who are able but unwilling).
 - Interest increases the higher the household income, rising from 54% of those whose household income is under \$75,000 to 63% when it is \$75,000 to \$124,999 and 75% when it is \$125,000 or more.
 - More men than women are interested in participating in the advisory panel (61% of men vs. 56% of women).
 - Fewer young commuters are interested (52% of those under 35 years of age vs. 60%-64% of those who are older).



Profile of Most Likely Switchers

The following applies to those who indicate they are likely to try at least one alternate mode during the construction and feel they are able to use an alternate at least 1 day a week, making them both willing and able to switch.

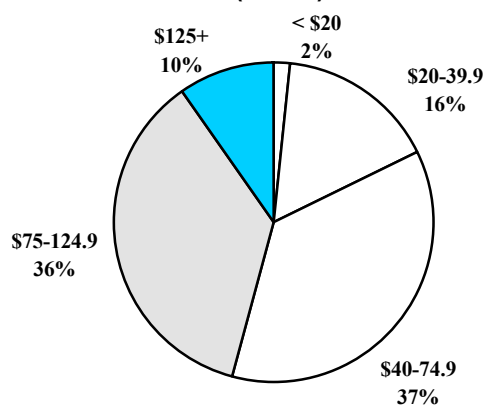
1. They are more likely to work for the Federal government (29%, above the 25% average for all I-95 commuters in the area) or military (15%, above the 12% average) and less likely to be self-employed (5%, below the 7% average). Still, many of them work for someone else in private industry (44%). - *Table 61*
2. They are rarely over 54 years of age (6%, below the 8% average). As is typical for all commuters, most are 25-34 (26%), 35-44 (34%), or 45-54 (26%). - *Table 66*
3. They do not differ significantly from the average I-95 commuter in terms of income, gender, or area of residence. - *Tables 1, 67, 69*



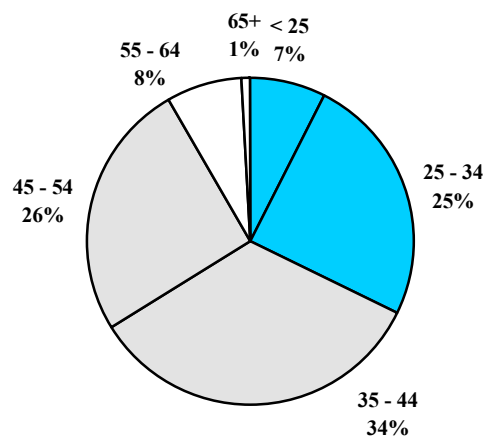
RESPONDENT PROFILE

The following graphs show the demographic characteristics of the respondents to this study.
- Tables 1, 61, 66-67, 69

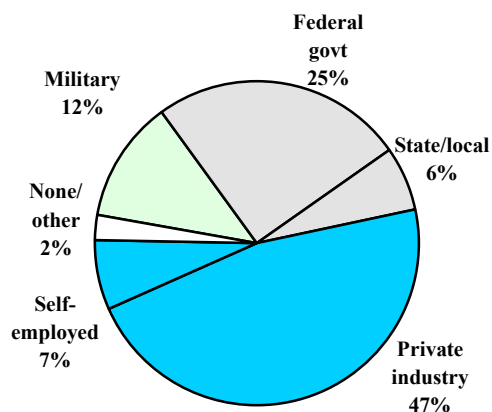
**Household Income
(\$000s)**



Age of Respondent



Employer



Gender

